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FROM

Department of Commerce



C

ANNUAL REPORT
OF THE
COMMISSIONER OF NAVIGATION
TO THE
SECRETARY OF COMMERCE
FOR THE
FISCAL YEAR ENDED JUNE 30, 1921



WASHINGTON
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REPORT

OF THE

COMMISSIONER OF NAVIGATION.

DEPARTMENT OF COMMERCE,
BUREAU OF NAVIGATION,
Washington, August 25, 1921.

SIR: I have the honor to submit herewith my annual report for the past fiscal year:

GENERAL CONDITIONS.

During the 12 months ended June 30, 1921, the period of extravagant speculation in shipping and foreign trade which began during and followed the World War came somewhat rapidly to an end in the United States as well as elsewhere. Such a period seems to be inevitable after every great war, and our experience has been much the same as it was after the end of the long series of European wars which ended in 1815. The following description of that period in the Statistical Annals of 1818 of Adam Seybert, one of the most trustworthy observers of the time, is of service now, for the approach to normal and profitable conditions in shipping and commerce is aided by the experiences of the past:

The most memorable of revolutions was commenced in France in 1789; the wars consequent to that event created a demand for our exports and invited our shipping for the carrying trade of a very considerable portion of Europe; * * *. A new era was established in our commercial history; the individuals who partook of these advantages were numerous; our catalogue of merchants was swelled beyond what it was entitled to be from the state of our population. Many persons who had secured moderate capital from mechanical pursuits soon became the most adventurous. * * * Temporary benefits were mistaken for permanent advantages; so certain were the profits on the foreign voyages that commerce was only pursued as an art; all the knowledge which former experience has considered as essentially necessary was now unattended to; the philosophy of commerce, if I am allowed the expression, was totally neglected; the nature of foreign productions was but little investigated by the shippers in the United States; the demand in Europe for foreign merchandise, especially for that of the West Indies and South America, secured to all these cargoes a ready sale with a great profit. The most adventurous became the most wealthy, and that without the knowledge of any of the principles which govern commerce under ordinary circumstances. * * * Our tonnage increased in a ratio with the extended catalogue of the exports; we seemed to have arrived at the maximum of human prosperity; * * *.

The part played by merchant shipping, especially our own during the speculative period following the armistice when it really first began to attain its great proportions, has been much larger proportionately even than it was a century ago, and there can be no doubt that the continued outpour of money from the Federal Treasury upon shipping after the war had ended produced results from which immediate recovery can not be expected, though firm steps in the direction of recovery have been taken recently.

The salient changes effected in our merchant marine during the past seven years are outlined in the following return of the gross tonnage of our documented shipping on June 30, 1914 and 1921:

	Foreign trade.	Domestic trade.		Total.
		Great Lakes.	Sea and river.	
June 30, 1914.....	Gross tons. 1, 076, 152	Gross tons. 2, 882, 922	Gross tons. 3, 969, 614	Gross tons. 7, 928, 688
June 30, 1921.....	11, 081, 690	2, 361, 166	4, 839, 280	18, 282, 136
Increase.....	10, 005, 538	¹ 521, 756	869, 666	10, 353, 448

¹ Decrease.

Practically the entire increase has been in ships registered for the foreign trade, of which the gross tonnage is nearly eleven times larger than in 1914, and of this increase 8,000,000 gross tons, in round numbers (7,993,771 gross), are owned by the Shipping Board and built with the proceeds of taxation and Liberty bonds. These returns, it may be added, do not include 11 of the large German ships seized, of which the *Leviathan* (54,281 gross) is the largest, aggregating 187,000 gross tons, which were laid up or not employed in the merchant service on June 30.

Like these seized German steamers, other ships also are laid up, and the total gross tonnage of our shipping is not a conclusive measure of the usefulness of the merchant marine. A more correct idea may be obtained from a glance at the returns of entries and clearances in the foreign trade (expressed in net tons each of 100 cubic feet, available for carrying cargo or passengers). The foreign trade of the United States falls naturally into two divisions—first, trade with foreign ports of North and Central America, Mexico, the West Indies, and other foreign islands of North America to which the voyages are relatively short, so that the same ship enters and clears frequently during the year; and, second, the voyages overseas to Europe, Africa, Asia, Australia, and the islands of the Pacific and South America. The following table shows the net tonnage of shipping, American and foreign, which entered and cleared at ports of the United States during the years ended June 30, 1914 and 1921, and the changes which have occurred:

	American.	Foreign.	Total.
Year ended June 30, 1914:	Net tons.	Net tons.	Net tons.
In trade with North America.....	25, 807, 974	30, 821, 192	56, 629, 166
In trade overseas.....	1, 662, 729	48, 280, 091	49, 942, 820
Total.....	27, 470, 703	79, 101, 283	106, 571, 986
Year ended June 30, 1921:			
In trade with North America.....	46, 070, 997	25, 419, 370	71, 490, 367
In trade overseas.....	21, 875, 339	44, 705, 463	66, 580, 802
Total.....	67, 946, 336	70, 124, 833	138, 071, 169
Changes:			
In trade with North America.....	+20, 263, 023	-5, 401, 822	+14, 861, 201
In trade overseas.....	+20, 212, 610	-3, 574, 628	+16, 637, 982
Total.....	+40, 475, 633	-8, 976, 450	+31, 499, 183

Nine-tenths of the increase in American shipping in trade with North America is due to the importation of oil in tank ships into the United States from Mexico, increasing from 737 million gallons in 1914 to 5,606 million gallons in 1921 and the clearance of about 6,000,000 net tons of shipping in ballast, almost wholly American, from our ports for Mexico.

In the overseas trade of 1914 American ships had scarcely 3 per cent; in that trade in 1921 almost one-third.

These returns suffice to show in general outline the development of American merchant shipping under the impulse of forces set in operation by the outbreak of war in 1914, and the share it had in the carrying trade of the United States in that year and in 1921 for the returns of entries and clearances are a more trustworthy guide of maritime progress than the money values of imports and exports at a time when not only prices have been subject to violent changes but when the standards themselves of the world's currencies are constantly shifting. The world's foreign commerce and the share of it which it is possible for American ships to retain are questions, however, not solely of the increase of American tonnage and its part in the entries and clearances of the United States but also of the whole volume of the world's merchant shipping and of its normal increase.

WORLD'S SHIPPING, 1907, 1914, 1921.

Of the positive forces brought into operation by the war to make good the world's loss of tonnage through submarine warfare the principal was the vote of over \$3,000,000,000 by the Congress to the Shipping Board to build ships of all kinds. Near the close of the past fiscal year these appropriations were virtually exhausted, and on June 30, 1921, there remained to be completed only 25 steamers of 214,638 gross tons of the Shipping Board's building program, and some of these at this writing are completed and in operation. The indirect results and consequences of the war will manifest themselves, of course, for many years to come, but it is now possible to obtain a general view of the effects of submarine warfare and of the forces evoked to overcome the losses it entailed. For this purpose a brief statement of the progress of the world's merchant shipping during the 7 years just before the outbreak of the war and during the 7 years which have elapsed since the summer of 1914 is helpful. During these 14 years normal tendencies in shipbuilding, such as the gradual disappearance of sailing vessels and the increase in the large forms of steel marine construction, have also been in play. It will give a clearer view of the situation, therefore, to compare, first, the world's total tonnage, including all kinds of ships; second, the totals of steam tonnage, including older iron steamers and necessarily for the moment our own war-built wooden steamers; and, finally, steel steamers by which fully 95 per cent of the world's sea-borne commerce is now conducted. Again, it is necessary as well as desirable to state separately changes in American tonnage, because our losses were relatively very small and the expenditures from the Federal Treasury on shipbuilding were larger than the value of the whole world's merchant tonnage in the early summer of 1914.

The only returns available for such a statement are those of Lloyd's Register of British and Foreign Shipping, covering vessels of 100 gross tons according to a uniform method of report followed

for many years and generally accepted as authoritative. The following statement presents, then, a concise review of the changes in shipping during the seven years before the outbreak of the war in the summer of 1914 and during the seven subsequent years:

WORLD'S SHIPPING.

Country.	1907	1914	1919	1920	1921
	<i>Gross tons.</i>	<i>Gross tons.</i>	<i>Gross tons.</i>	<i>Gross tons.</i>	<i>Gross tons.</i>
United Kingdom.....	15,930,368	18,892,089	16,345,000	18,111,000	19,320,053
British Dominions.....	1,070,771	1,631,617	1,863,000	2,032,000	2,268,553
United States:					
Seagoing.....	1,542,177	2,026,908	9,773,000	12,406,000	13,583,240
Great Lakes.....	1,618,718	2,260,441	2,160,000	2,119,000	2,163,144
Austria-Hungary.....	677,221	1,052,346	731,000		
Belgium.....	191,597	341,025	306,000	410,000	546,641
Brazil.....	191,088	307,607	493,000	475,000	476,436
Denmark.....	650,955	770,430	631,000	719,000	883,052
France.....	1,284,368	1,922,286	1,962,000	2,963,000	3,298,795
Germany.....	3,705,700	5,134,720	3,247,000	419,000	654,407
Greece.....	421,743	820,861	291,000	497,000	587,250
Italy.....	823,325	1,430,475	1,238,000	2,118,000	2,467,537
Japan.....	1,068,747	1,708,386	2,325,000	2,996,000	3,354,806
Netherlands.....	776,855	1,471,710	1,574,000	1,773,000	2,208,433
Norway.....	1,264,002	1,957,353	1,597,000	1,980,000	2,371,051
Spain.....	673,301	883,926	709,000	937,000	1,111,563
Sweden.....	686,517	1,015,364	917,000	996,000	1,085,984
Other countries.....	1,391,358	1,778,000	1,753,000	2,954,000	2,465,380
Total steam tonnage.....	33,968,811	45,403,877	47,897,000	53,905,000	58,846,325
Sail tonnage.....	5,469,106	13,685,675	13,022,000	3,409,000	3,128,328
Grand total.....	39,438,917	49,089,552	50,919,000	57,314,000	61,974,653

¹ Net tonnage.

WORLD'S TOTAL GROSS TONNAGE.

Year.	United States.	Foreign countries.	Total.
1907.....	4,511,928	34,926,989	39,438,917
1914.....	5,368,194	43,721,358	49,089,552
1921.....	17,026,002	44,948,651	61,974,653
STEAM GROSS TONNAGE.			
1907.....	3,160,895	30,808,916	33,969,811
1914.....	4,330,078	41,073,799	45,403,877
1921.....	15,746,384	43,090,941	58,846,325
STEEL STEAM GROSS TONNAGE.			
1907.....	2,568,845	26,552,765	29,121,610
1914.....	3,829,550	38,154,965	41,984,515
1921.....	14,317,104	40,447,355	54,764,459

The proportionate increase of the world's total tonnage during the seven years since 1914 has been substantially the same as during the seven years before the war, and the proportionate increase in the world's total steam tonnage of all materials has been nearly as great, due partly to our war-built wooden steamers most of which presumably will soon be scrapped. But the world's steel steamers during the seven years before 1914 increased nearly 45 per cent in tonnage and in the seven subsequent years increased only 30 per cent. During the seven years before 1914 American steel steam tonnage increased only 1,260,000 gross tons, while that of foreign countries increased 11,600,000 gross tons, but during the seven years

since 1914 our steel steamers have increased 10,500,000 gross tons while the corresponding foreign tonnage has increased only 2,300,000 gross tons, and even this figure is slightly in excess of the facts, as about half of this increase is not yet completed. In a word, net gains here and abroad have been exchanged.

In 1907 the United States had less than 10 per cent of the world's steel steam tonnage; in 1914 we had still less than 10 per cent, while at present, through our vast war expenditures, we have 26 per cent of the world's steel tonnage and 27 per cent of the world's total tonnage. In a word, the tonnage under the American flag is adequate to conduct not only 50 per cent of our commerce, as it did last year, but over 75 per cent of the foreign commerce of the United States and the coasting trade.

In the past we have been somewhat prone to overestimate in our own minds our part in the world's shipping and the world's commerce by sea. The discovery of America and the discovery of the route around the Cape of Good Hope to India and Asia were nearly contemporaneous, and during the centuries required to populate America Europe was building up a great commerce with the already vast populations of the East. The total net tonnage of ships entered and cleared in the foreign trade of the United States during the past fiscal year, as stated, was 138,000,000 net tons. During the year 1911 the total entries and clearances at the ports of Europe were 606,000,000 net tons, of Asia 206,000,000 net tons, of Africa 77,000,000 net tons, a total of 889,000,000 net tons for the Old World, of which 139,000,000 net tons were in trade with the United Kingdom. During the same year, which is the latest available for world returns, the total entries and clearances at ports of North America were 108,000,000 net tons, of which 65,000,000 were at ports of the United States; at ports of Central America, 12,000,000 net tons; at ports of the West Indies, 40,000,000 net tons; and at ports of South America, 108,000,000 net tons; a total of 268,000,000 net tons for the New World. Adding Australia, 17,000,000 net tons, the world's total entries and clearances in 1911 aggregated 1,174,000,000 net tons. At each port each ship presumably both entered and cleared, so the figures can be brought more readily within comprehension if divided by 2; that is, 587,000,000 net tons. The same ship also entered and cleared at two terminals, each counted, so a further division to 293,000,000 net tons is desirable. Some ships entered at intermediate ports, and of course the length of voyages varied. The trade was, in fact, conducted by 44,000,000 gross tons of world shipping. Later returns than 1911 are not available owing to general delays incident to the war, and of course full returns for 1920 are not yet completed. The entries and clearances in the foreign trade of the United States, including ships with cargoes and in ballast, amounted to 138,000,000 net tons during the past fiscal year. The entrances and clearances of ships with cargoes in the United Kingdom during the calendar year 1920 amounted to 73,000,000 net tons, and usually about 30 per cent of the tonnage entering or clearing the United Kingdom is in ballast.

GOVERNMENT OWNERSHIP.

The theory of the Government ownership and operation of ocean steamships has at last been definitely abandoned in the United States, but for the continuity of the record and to illustrate the magnitude of the undertaking to restore this great branch of commerce to normal channels it is worth while to show the rapid growth of the theory, especially since the armistice of November 11, 1918. The merchant marine of the United States may be divided into two general parts; first, seagoing vessels of 500 gross tons or over, by which virtually all our foreign trade by sea and most of our coasting trade by sea is conducted; second, all other documented tonnage, including that on the Great Lakes, the rivers, and smaller vessels on the seaboard. The Government's fleet, owned by the Shipping Board, is almost wholly comprised of seagoing ships of 1,000 gross tons or over. The following table shows the number and gross tonnage of these branches of our shipping at the beginning of each fiscal year indicated:

July 1—	Seagoing.				All other.		Total.	
	Shipping Board (1,000 gross or over).		Private owners (500 gross or over).					
	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.
1917.....	19	76, 160	1, 552	3, 564, 160	24, 826	5, 230, 717	26, 397	8, 871, 037
1918.....	235	939, 058	1, 649	3, 813, 325	24, 827	5, 172, 135	26, 711	9, 924, 518
1919.....	982	3, 827, 203	1, 676	3, 927, 651	24, 855	5, 152, 446	27, 513	12, 907, 300
1920.....	1, 630	6, 903, 128	1, 774	4, 375, 613	24, 779	5, 095, 283	28, 183	16, 324, 024
1921.....	1, 798	7, 993, 771	1, 925	5, 240, 630	24, 286	5, 047, 735	28, 009	18, 282, 136

On December 1, 1918, the date available nearest to the armistice, the Shipping Board fleet comprised 541 ships of 2,037,584 gross tons. Of these, nearly half, 229 of 926,061 gross tons, were ships which had been ordered by shipowners before we entered the war and were requisitioned, and 50 of 174,114 gross tons in addition were bought from private owners; 47 of 230,778 gross tons were seized German steamers. The fleet ordered and completed by the Shipping Board to that date consisted of 125 steel ships of 461,075 gross tons and 90 wooden ships of 245,556 gross tons.

STATISTICS FOR THE YEARS 1920 AND 1921.

The following table shows the geographical distribution, motive power and material of construction, and trade of vessels of the United States and details of construction for the fiscal years 1920 and 1921:

COMPARISON OF AMERICAN MERCHANT MARINE OF 1920 AND 1921.

TOTAL MERCHANT FLEET.

Classification.	1920		1921	
GEOGRAPHICAL DISTRIBUTION.	Number.	Gross tons.	Number.	Gross tons.
Atlantic and Gulf coasts.....	16, 850	9, 738, 819	16, 972	11, 852, 435
Pacific coast.....	6, 512	3, 328, 285	6, 409	3, 467, 872
Northern lakes.....	3, 091	3, 138, 690	2, 942	2, 336, 514
Western rivers.....	1, 730	120, 230	1, 689	122, 315
Total.....	28, 183	16, 324, 024	28, 012	18, 282, 136

COMPARISON OF AMERICAN MERCHANT MARINE OF 1920 AND 1921—Continued.

TOTAL MERCHANT FLEET—Continued.

Classification.		1920		1921	
POWER AND MATERIAL.		Number.	Gross tons.	Number.	Gross tons.
Sail:					
Wood.....		3, 872	973, 637	3, 522	1, 002, 449
Metal.....		158	298, 522	151	291, 844
Total.....		4, 030	1, 272, 159	3, 673	1, 294, 293
Steam:					
Wood.....		4, 322	1, 539, 479	4, 185	1, 509, 500
Metal.....		3, 781	11, 926, 921	4, 136	13, 861, 400
Total.....		8, 103	13, 466, 400	8, 321	15, 370, 900
Gas:					
Wood.....		10, 559	296, 227	10, 576	283, 900
Metal.....		152	60, 822	174	90, 315
Total.....		10, 711	357, 049	10, 750	374, 215
Canal: Wood.....		448	51, 752	442	51, 559
Barges:					
Wood.....		4, 580	1, 015, 071	4, 458	1, 008, 819
Metal.....		311	161, 593	368	182, 350
Total.....		4, 891	1, 176, 664	4, 826	1, 191, 169
Grand total.....		28, 183	16, 324, 024	28, 012	18, 282, 136
TRADE.					
Registered:					
Sail—					
Wood.....		637	445, 955	476	323, 710
Metal.....		55	95, 876	54	93, 110
Total.....		692	541, 831	530	416, 820
Steam—					
Wood.....		526	792, 861	466	724, 049
Metal.....		1, 852	8, 232, 266	2, 050	9, 581, 913
Total.....		2, 378	9, 025, 127	2, 516	10, 305, 962
Gas—					
Wood.....		1, 444	128, 675	1, 528	106, 070
Metal.....		26	41, 120	30	54, 307
Total.....		1, 470	169, 795	1, 558	160, 377
Barges—					
Wood.....		1, 374	161, 837	1, 327	171, 139
Metal.....		44	30, 005	45	27, 392
Total.....		1, 418	191, 842	1, 372	198, 531
Total registered.....		5, 958	9, 928, 595	5, 976	11, 081, 690
Enrolled and licensed:					
Sail—					
Wood.....		3, 235	527, 682	3, 046	678, 739
Metal.....		103	202, 646	97	198, 734
Total.....		3, 338	730, 328	3, 143	877, 473
Steam—					
Wood.....		3, 796	746, 618	3, 719	785, 451
Metal.....		1, 929	3, 694, 655	2, 086	4, 279, 487
Total.....		5, 725	4, 441, 273	5, 805	5, 064, 938
Gas—					
Wood.....		9, 115	167, 552	9, 048	177, 830
Metal.....		126	19, 702	144	36, 008
Total.....		9, 241	187, 254	9, 192	213, 838
Canal—Wood.....		448	51, 752	442	51, 559

COMPARISON OF AMERICAN MERCHANT MARINE OF 1920 AND 1921—Continued.

TOTAL MERCHANT FLEET—Continued.

Classification.	1920		1921	
TRADE—continued				
Enrolled and licensed—Continued.				
Barges—	<i>Number.</i>	<i>Gross tons.</i>	<i>Number.</i>	<i>Gross tons.</i>
Wood.....	3, 205	853, 234	3, 131	837, 680
Metal.....	267	131, 588	323	154, 958
Total.....	3, 473	984, 822	3, 454	992, 638
Total enrolled and licensed.....	22, 225	6, 395, 429	22, 036	7, 200, 446
Grand total.....	28, 183	16, 324, 024	28, 012	18, 282, 136

VESSELS BUILT DURING FISCAL YEARS 1920 AND 1921.

GEOGRAPHICAL DISTRIBUTION.				
Atlantic and Gulf coasts.....	993	2, 139, 537	819	1, 533, 930
Pacific coast.....	622	1, 336, 335	281	613, 625
Northern lakes.....	267	394, 467	130	106, 731
Western rivers.....	185	10, 300	131	10, 829
Total.....	2, 067	3, 880, 639	1, 361	2, 265, 115
POWER AND MATERIAL.				
Sail:				
Wood.....	113	128, 001	69	90, 554
Metal.....	2	4, 183	1	1, 189
Total.....	115	132, 184	70	91, 743
Steam:				
Wood.....	224	322, 917	76	29, 426
Metal.....	1 741	3, 279, 852	1 375	2, 000, 994
Total.....	965	3, 602, 769	451	2, 030, 420
Gas:				
Wood.....	688	48, 035	491	12, 810
Metal.....	25	9, 219	1 22	27, 991
Total.....	713	57, 254	513	40, 801
Canal: Wood.....	2	259	23	3, 278
Barges:				
Wood.....	233	72, 378	231	69, 668
Metal.....	1 39	15, 795	1 73	29, 205
Total.....	272	88, 173	304	98, 873
Total construction.....	2, 067	3, 880, 639	1, 361	2, 265, 115

¹ Includes 6 concrete steam vessels of 23,119 gross tons.

² Includes 6 concrete steam vessels of 37,553 gross tons.

³ Includes 1 concrete gas vessel of 1,433 gross tons.

⁴ Includes 7 concrete barges of 2,112 gross tons.

⁵ Includes 10 concrete barges of 2,709 gross tons.

The decrease of 300,000 tons in the shipping attributed to the Great Lakes is due to the Shipping Board's acquiescence in the course recommended in this report last year that its seagoing ships built on the Great Lakes should be registered at the seaports from which they sail and not from ports where they were built but probably would never again visit.

TYPES OF VESSELS BUILT.

The following summary of vessels of 1,000 gross tons or over in the preceding table and of such vessels built other fiscal years from the beginning of the war shows changes in the larger forms of construction:

Type.	1915		1917		1918		1919		1920		1921	
SEABOARD.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.
Ocean steel steamers.....	18	111,625	47	300,290	145	813,882	381	2,037,916	524	2,877,134	311	1,906,488
Ocean steel gas screws.....			4	13,009					3	5,571	5	21,881
Steel ferryboats, river and bay steamers.....	1	1,402	3	5,383								
Wooden steamers.....	1	5,373	13	17,600	17	30,939	208	556,900	115	303,140	5	9,885
Wooden gas screws.....			9	15,121	34	68,085	14	28,554	12	31,527	1	2,204
Steel schooners.....			1	1,432	2	3,058	1	1,547	2	4,183	1	1,189
Wooden schooners.....	1	1,318	14	20,212	40	58,099	33	48,299	57	85,573	36	68,985
Wooden barkentines.....			1	1,220			1	1,393	12	22,713	3	7,149
Steel barges.....											6	6,518
Wooden unrigged vessels.....			1	1,357	1	1,041			6	13,001	4	6,904
Total.....	21	119,718	93	375,604	239	975,104	638	2,674,609	731	3,342,842	372	2,031,203
GREAT LAKES.												
Steel steamers, lake trade.....	1	6,331	14	94,715	6	43,078					4	33,222
Steel steamers, ocean trade.....	1	1,815	10	21,790	83	180,865	206	492,469	143	374,900	25	60,053
Steel gas screws, ocean trade.....			6	11,793	2	4,248					3	3,120
Steel schooner-barges, ocean trade.....			1	2,320	1	2,383						
Wooden schooners, ocean trade.....									2	3,997		
Total.....	2	8,146	31	130,618	92	230,574	206	492,469	145	378,897	32	96,395
WESTERN RIVERS												
Steel barge.....					1	1,392						
Grand total.....	23	127,864	124	506,222	332	1,207,070	844	3,167,078	876	3,721,739	404	2,127,598

THE YEAR'S SHIPBUILDING.

During the fiscal year shipbuilding in the United States has steadily declined, as was anticipated, in consequence of the approach to completion of the Shipping Board's building program, and the tardy realization here and abroad that the world was already overstocked with tonnage to meet the diminishing requirements of its trade. The decrease has been gradual in the United States, as shown by the following table of the output for 12 months' periods, ending with each of the months of the year:

Month.	Seagoing.						Grand total, including nonseagoing.	
	Steel.		Wood.		Total.			
1920.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.
July.....	684	3,146,257	183	252,993	867	3,399,250	2,086	3,554,352
August.....	644	2,970,039	164	225,180	808	3,195,219	2,026	3,358,224
September.....	610	2,866,120	142	205,241	752	3,071,361	1,959	3,241,328
October.....	572	2,741,434	127	192,918	699	2,934,352	1,869	3,110,971
November.....	537	2,615,080	126	186,027	663	2,801,117	1,815	2,977,886
December.....	507	2,502,682	121	177,010	628	2,679,692	1,783	2,860,725
1921.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.
January.....	492	2,467,948	114	170,048	606	2,637,991	1,762	2,823,325
February.....	452	2,345,155	99	151,207	551	2,496,362	1,717	2,677,498
March.....	413	2,225,977	94	145,987	507	2,371,964	1,633	2,552,653
April.....	361	2,111,744	90	137,186	471	2,248,930	1,568	2,421,973
May.....	386	2,075,276	77	122,319	443	2,197,595	1,500	2,369,410
June.....	343	1,988,115	77	113,272	420	2,101,387	1,462	2,276,259

The following table shows the output month by month during the year:

Month.	Seagoing.						Grand total, including nonseagoing.	
	Steel.		Wood.		Total.			
1920.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.
July.....	34	185,731	6	10,908	40	196,639	173	217,239
August.....	46	224,310	6	8,318	52	232,628	178	259,210
September.....	41	228,015	9	12,286	50	240,301	135	261,962
October.....	39	191,501	9	16,621	48	208,122	120	227,162
November.....	36	187,499	11	18,690	47	206,189	119	213,966
December.....	24	155,025	7	10,729	31	165,754	87	176,903
1921.								
January.....	30	196,482	8	10,635	38	207,117	94	216,280
February.....	18	108,179	1	2,190	19	110,369	95	121,404
March.....	23	140,374	4	5,382	27	145,756	86	154,864
April.....	15	111,162	3	2,510	18	113,672	99	120,762
May.....	15	115,312	4	4,237	19	119,549	116	132,622
June.....	22	144,525	9	10,766	31	155,291	160	173,885
Total.....	348	1,988,115	77	113,272	420	2,101,387	1,462	2,276,259

The progress of shipbuilding throughout the world during the past fiscal year is indicated by Lloyd's Register returns of shipbuilding by countries at the beginning of each quarter, as follows:

Country.	June 30, 1920.		Sept. 30, 1920.		Dec. 31, 1920.		Mar. 31, 1921.		June 30, 1921.	
	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.
United States..	414	2,105,956	312	1,772,193	235	1,310,312	174	1,102,672	102	717,624
United Kingdom.....	941	3,578,153	961	3,731,098	921	3,708,916	884	3,798,593	789	3,530,047
British Dominions.....	115	268,799	89	213,894	74	186,655	72	180,402	62	171,912
Belgium.....	6	24,210	9	27,970	9	28,048	9	26,725	7	23,160
Brazil.....	2	3,196	4	2,258	2	3,768	1	2,170	1	2,170
China.....	7	29,850	17	51,844	20	53,624	14	35,728	7	24,698
Denmark.....	62	118,439	62	116,063	57	121,279	55	123,272	43	109,410
France.....	95	265,302	89	292,608	104	397,969	115	427,186	105	390,453
Greece.....	2	1,500	2	1,500	2	1,500	2	1,500	1	1,500
Holland.....	153	389,915	165	423,400	171	450,964	173	417,693	155	391,399
Italy.....	166	353,914	156	365,313	150	363,784	138	351,639	128	310,333
Japan.....	56	254,260	72	262,407	59	248,513	59	294,346	42	229,262
Norway.....	64	87,579	62	90,794	59	83,928	63	87,938	59	85,374
Spain.....	33	101,432	32	89,360	27	89,340	26	98,051	18	80,067
Sweden.....	73	125,899	69	121,849	62	122,578	52	110,931	44	97,547
Others.....	6	3,500	4	2,500	14	8,600	68	27,920	73	28,517
Total.....	2,195	7,720,904	2,105	7,565,171	1,980	7,179,778	1,905	7,086,766	1,640	6,199,468

CURRENT AMERICAN SHIPBUILDING.

On July 1, 1921, the Shipping Board building program was rapidly nearing its end, there remaining to be completed 11 steel passenger steamers of 10,533 gross tons each, 5 tankers averaging about 7,000 gross tons each, 5 cargo boats of 7,358 gross tons each and 1 of 6,062 gross tons, and 3 cargo boats building under the Chinese contract; in all 25 steamers of 214,638 gross tons. On that date private American shipyards were building or under contract to build for private ship-owners 148 steel vessels aggregating 519,564 gross tons as follows:

Company.	Number.	Gross tons.
American Bridge Co., Ambridge, Pa.	21	11,428
The American Shipbuilding Co., Cleveland, Ohio.	7	28,020
Baltimore Dry Docks & Ship Building Co., Locust Point, Baltimore, Md.	1	330
Bath Iron Works, Bath, Me.	1	6,253
Bethlehem Shipbuilding Corporation (Ltd.):		
Fore River Plant, Quincy, Mass.	1	7,000
Harlan Plant, Wilmington, Del.	1	1,462
Morre Plant, Elizabeth, N. J.	2	1,500
Sparrows Point Plant, Sparrows Point, Md.	2	16,800
Union Plant, San Francisco, Calif.	4	36,750
Chickasaw Shipbuilding & Car Co., Mobile, Ala.	3	19,200
C linton Shipbuilding & Repair Co., Philadelphia, Pa.	4	4,000
Federal Shipbuilding Co., Newark, N. J.	8	41,200
George A. Fuller Co., Wilmington, N. C.	2	13,400
Geo. Lawley & Son Corporation, Neponset, Mass.	1	500
Greenport Shipbuilding Co., Greenport, N. Y.	2	584
Herreshoff Manufacturing Co., Bristol, R. I.	1	275
James Rees & Sons Co., Pittsburgh, Pa.	1	294
Johnson Iron Works, Morgan, New Orleans, La.	11	3,436
Kyle & Purdy (Inc.), City Island, N. Y.	2	710
McDougall-Duluth Co., Duluth, Minn.	1	1,000
Manitowoc Shipbuilding Co., Manitowoc, Wis.	2	3,050
Merchant Shipbuilding Corporation, Chester, Pa.	5	35,000
Moore Shipbuilding Co., Oakland, Calif.	4	23,100
Nashville Bridge Co., Nashville, Tenn.	16	6,000
New Jersey Dry Dock Co., Elizabeth, N. J.	1	365
Newport News Shipbuilding & Dry Dock Co., Newport News, Va.	2	27,000
New York Shipbuilding Corp., Camden, N. J.	8	50,090
Northwest Bridge & Iron Co., Portland, Oreg.	5	42,250
Oscar Daniels Co., Tampa, Fla.	2	16,000
Seattle Dry Dock Co. (Inc.), Seattle, Wash.	1	438
Southwestern Shipbuilding Co., San Pedro, Calif.	4	21,600
Spedden Shipbuilding Co., Baltimore, Md.	1	325
Standard Shipbuilding Co., Shooters Island, N. Y.	7	25,550
G. M. Standifer Construction Corp., Vancouver, Wash.	1	8,250
Staten Island Shipbuilding Co., Fort Richmond, N. Y.	2	1,734
Submarine Boat Corp., Newark, N. J.	3	10,635
Sun Shipbuilding Co., Chester, Pa.	6	46,700
Texas Steamship Co., Bath, Me.	1	6,700
Union Construction Co., Oakland, Calif.	1	650
Total.....	148	519,564

ADMINISTRATIVE MACHINERY.

The possession of a merchant fleet of 18,280,000 gross tons, of which 12,000,000 gross tons are seagoing ships of 1,000 gross tons or over, entails on the Government and on Congress responsibilities which should no longer be overlooked. Our machinery for the administration of the laws which the United States, in common with all maritime nations, has found it necessary to enact for the supervision of certain phases of the building and operation of ships is very little different in extent, quality, or character than in 1914, when our total fleet was less than half its present size, and when the portion of it engaged in competition with the ships of foreign nations was only one-eleventh of its proportions to-day. The effort for two and a half years after the armistice was to turn out the largest possible amount of tonnage with slight regard to what was to be done with it or how it was to be administered in accord with requirements established by long years of the world's maritime experience and settled maritime customs. Some branches of our administrative machinery were the result of this experience, conformed to customs, and were reasonably adequate to the performance of their work in 1914. All that is now needed is certain minor adjustments and extensions here and there to enable them to meet the heavier demands upon them due to the increase in the merchant fleet. In other respects, however, the administrative machinery is improperly adjusted, is

inadequate, or is lacking altogether. If we expect to hold a creditable position in competition with other nations on the ocean, these defects or omissions should be remedied. The subject has been referred to since the armistice in these reports for 1919 and 1920 and at the risk of tediousness is again mentioned.

On the construction of the hull of the ship depends practically everything else connected with the ship, yet the administrative machinery relating to the hull of the ship provided by this Government is distinctly inferior to the corresponding machinery provided not only by Great Britain but also by other maritime nations in tonnage far below either, and in part it is wholly lacking. For this situation various causes are responsible, which need not be discussed.

The situation requires early remedy for two reasons. The loss of the steamer *Titanic* resulted in an international conference of the principal maritime nations on safety of life at sea and in substantial agreement by those nations upon an international convention setting forth certain general rules by which all agreed to abide. Among the most important of these were rules governing the subdivision of hulls of ocean passenger steamships, carrying often thousands of passengers. The outbreak of the World War in 1914 postponed the carrying into effect of the international convention and the terrible experiences of several years of submarine warfare directed against passenger ships developed the propriety of certain changes in the rules proposed for the subdivision of hulls of such ships. These changes have been informally considered by representatives of the United States, Great Britain, and France, and will be further considered this autumn preliminary to a general conference and probable agreement on the subject. The Department of Commerce, charged with the general administration of the shipping laws, has not within its organization a man or an office competent to represent it nor the means to secure even temporarily the services of such a man.

Fortunately, those who served as American representatives on the construction committee of the international conference of 1913-14 were persuaded to serve gratuitously at the informal meeting last May, otherwise the United States would have been compelled to confess its inability to take proper part in discussions concerning an international agreement to which it was a party. In order to meet this situation and similar situations certain to arise from time to time in the future the department needs a small staff of surveyors, similar to that maintained by the British Board of Trade, for counsel and decision on questions inseparable from the administration of the navigation laws as they stand and as they must soon be extended if we are to keep in line with the progress in shipbuilding and ship operation to which competing maritime nations have long devoted their best talent and skill.

The possession of a large fleet of ocean cargo carriers involves the early passage of a load-line law and the closer cooperation of the inspection branches of the department with the American Bureau of Shipping and these in turn point to the need of the small staff of trained ship surveyors in the department.

Such a staff would greatly help in the settlement of questions relating to the measurement of the hulls and superstructures of vessels. With the scant annual allowance of \$3,000 for several

years, increased last year to \$3,760, the Bureau of Navigation has made considerable progress in securing more uniform and accurate measurements of ships, but the field force is under the Treasury Department, and control of it, so far as possible, is a matter of comity between the departments rather than of orderly administration.

NAVIGATION RECEIPTS.

The three main sources of Federal revenue from navigation yielded the following receipts for the past five years:

Source.	1917	1918	1919	1920	1921
Tonnage duties.....	\$1,393,743.16	\$1,171,418.36	\$1,265,229.23	\$1,707,984.44	\$2,191,885.85
Navigation fees.....	159,808.03	146,508.02	143,492.19	176,087.39	225,822.89
Navigation fines.....	49,962.37	32,097.68	162,146.50	114,265.96	63,584.23
Total.....	1,603,513.56	1,350,024.06	1,570,867.92	1,998,287.79	2,481,302.97

The amount for tonnage duties for 1921 includes \$718.32 for the Philippine Islands fund and alien tonnage taxes and light money, amounting to \$91,396.10, were collected, mainly from ships under the flag and register of the free city of Danzig and a trifling tonnage under the German flag, pursuant to sections 4219 and 4225 of the Revised Statutes which impose taxes of 50 cents each per net ton, in all \$1, on foreign vessels not entitled by law or treaties of the United States to equality of treatment in respect of these charges with vessels of the United States. As provided in section 4228 of the Revised Statutes, the President by proclamation on May 6, 1921, exempted thereafter from these special taxes ships under the flag and register of Poland and of the free city of Danzig. If the other nations revived or created by the treaty of Versailles develop shipping under their respective flags in trade with the United States, similar action will doubtless follow.

These alien tonnage taxes and light money are among the instrumentalities by which, from our early history, the United States secured equality of treatment for American ships in foreign ports. The bill to codify the laws (H. R. 12), which has passed the House of Representatives, in section 7580 (tonnage duties), omits, by design or accident, this provision of law retained for many years as useful in exceptional conditions calling for its employment. The same section, 7580, makes a much more radical change, however, in providing that "in addition to the tonnage duty imposed there shall be paid a tax at the rate of 30 cents per ton on vessels which shall be entered at any customhouse within the United States from any foreign port or place." This tax was repealed in 1884, and in its stead ships from overseas ports were required to pay, as at present, 6 cents per net ton for not over five entries, making a maximum of 30 cents annually, ships from near-by foreign ports paying lower rates, all of which are reenacted in section 7580 of the codification bill. As some ships visit the United States only once, twice, or three times during a year, and as the maximum annual payment rarely exceeds 30 cents per net ton, the additional tax of 30 cents proposed in the codification bill will

evidently impose an additional charge of about \$2,000,000 on ships. These matters have been brought to the notice of the Senate and House Committees on the Revision of the Laws.

From the beginning of our Government up to July 1, 1886, the cost of services rendered by collectors of customs, shipping commissioners, steamboat inspectors, and others to shipbuilders and ship-owners was defrayed in large part by fees payable by the private persons for whom these services were rendered. In 1886, and for several years before, the Federal revenues, it will be recalled, exceeded expenses and the problem before Congress was how to dispose of the surplus accumulating in the Treasury. The act of June 19, 1886, and later the act of June 10, 1890, abolished most of these fees, and the small amounts carried under the designation "navigation fees" in the table at page 17 are reminders merely of a former considerable source of revenue. The fee system for services to shipping is generally employed by maritime nations, all of which are heavily in debt, and the system, if applied through stamp taxes, does not involve a heavy percentage in cost of collection and is as free from abuse and error as are most methods of tax collection. There is, of course, no reason why shipping should be singled out to help pay the cost of maintenance of Federal services for its benefit. If, however, the effort is to be made generally to readjust the revenues and expenditures of Government, it may be worth while to examine closely the fee system, maintained for nearly a century in the United States and abolished when the Treasury was dealing with surpluses and not with deficits. The system has the advantage that those who make use of services for which they pay are apt to insist on the full measure of that service economically rendered as they do not insist when the services are rendered them gratuitously at the cost of the Treasury. This principle was followed in the act of February 19, 1920, authorizing the collection of fees for the change of names of vessels, which has worked satisfactorily.

MEDALS OF HONOR.

The act of December 22, 1920, authorized the President of the United States to present a medal of merit to any person who in the merchant marine of the United States between April 6, 1917, and November 11, 1918, "distinguished himself by extraordinary heroism or distinguished service at sea in the line of duty." The recognition proposed is similar in principle to the awards by other allied nations to officers and men in their respective services who distinguished themselves during the war, and that it does not need justification is shown by the unanimous passage of the act by the Senate and House of Representatives. Nearly three years have elapsed since the armistice and with the lapse of time it becomes more difficult to establish the facts which would justify the award of medals. Such facts, under the act itself, must be established within three years after the passage of the act on December 22, 1920, and one of the three years will soon be gone. Efforts to secure the small appropriation of \$13,000 estimated to be required to give effect to the act have thus far failed because the estimate did not state how many men in the merchant marine "distinguished themselves by extraordinary heroism or distinguished service at sea in the line of duty." This can

be determined only by the submission of evidence to those whom the President of the United States may select to review it for recommendation to him, and one purpose of the appropriation is to make the submission and examination of such evidence possible. The estimate of \$13,000 was based on the belief, concurred in by those in a position to know generally the share of the American merchant marine in the war, that the number of medals would not exceed 500. It is again recommended that the appropriation be passed.

SHIPPING COMMISSIONERS.

During the year 650,840 officers and men were shipped, reshipped, or discharged by shipping commissioners compared with 628,980 during the previous year. The shipment and discharge of officers and men in the overseas trade is obligatory and during the year comprised fully two-thirds of the actual work of shipping commissioners and their deputies. This is the most difficult portion of the work, as, for example, the discharge and payment of 207,436 officers and men on their return from overseas voyages involved the settlement of accounts often covering many months and of disputes likely to arise on long voyages and in distant foreign ports. Shipment and discharge of men on the shorter voyages to near-by foreign ports in North America are much simpler and are optional before shipping commissioners. The shipment and discharge of 95,121 officers and men on coasting voyages between domestic ports were also optional. The purpose of Government supervision over the contracts between seamen and the owners and masters of ships is twofold: First, to secure just treatment of seamen who, from the nature of their calling, are remote from the courts which are always open for the redress of wrongs and administration of justice to those employed on shore; second, the seaman is an essential factor in national defense, and every maritime nation takes measures to secure the return of its seamen home from foreign ports. Properly, therefore, the shipment and discharge of seamen in the overseas trades is obligatory before shipping commissioners. The reasons for this supervision over the relatively short voyages to British North America and the West Indies are less cogent, and they almost wholly disappear in the case of voyages between domestic ports, except those between the Atlantic and the Pacific coasts.

During the past year 16 shipping commissioners' offices were in operation, employing 60 deputies and clerks, in all a force of 76 men, covering the principal seaports on the Atlantic, Gulf, and Pacific coasts. The shipment of crews takes place shortly before the ship's departure and the discharge of crews shortly after the ship's arrival, and neither, therefore, are governed strictly by the ordinary office hours of land business. Both the shipment and the discharge of crews for obvious reasons can be better performed on board ship where the employment begins and ends than at an office ashore. The shipping commissioner's service, accordingly, in its place of occupation and in its hours of work, is somewhat different from the usual lines of Government clerical work; and if the service is to be satisfactorily rendered, these facts should be considered both in the number of employees provided and in their compensation. These facts have been set forth from time to time for some years past.

The following statement shows the aggregate routine work and salaries of the shipping commissioner's service for the past decade:

Year.	Seamen shipped, reshipped, and discharged.	Salaries.	Average cost per man.	Year.	Seamen shipped, reshipped, and discharged.	Salaries.	Average cost per man.
1912.....	374,783	\$63,373.53	\$0.17	1917.....	506,941	\$86,211.83	\$0.13
1913.....	379,188	62,374.13	.16	1918.....	457,248	72,075.48	.16
1914.....	378,772	63,475.20	.17	1919.....	485,706	75,288.47	.15
1915.....	414,744	63,755.47	.15	1920.....	628,980	85,949.89	.13
1916.....	487,524	62,637.45	.13	1921.....	650,840	99,646.15	.15

The cost per unit of work, so to speak, is less than in 1914, while the work has become more complicated for reasons already set forth. The total appropriation for the service during the past year was \$115,200, the small excess over salaries being applied to rent in a few cases and to incidental expenses.

Up to July 1, 1886, shipping commissioners were paid by fees collected from the shipowner at the rate of \$2 for each seaman shipped on overseas voyages and 50 cents for each seaman so discharged, while half these rates were collected in the near-by foreign trade and the coasting trade. These rates, though no longer collected from shipowners, are still computed as a limit on the expenditures allowed to each office, and during the past year those fees would have aggregated \$444,505. The old rates of fees are not adapted to present conditions and the total charge formerly imposed on shipowners for these services would now be excessive. The shipping commissioners' service was created by the act of 1872, which was modeled on the British law creating superintendents of mercantile marine offices performing corresponding services. The fees payable by shipowners were abolished in 1886 when the Federal Treasury had to deal with a surplus and not with fiscal conditions which now face all nations as a result of the war.

The mercantile marine offices are sustained in the main by a system of fees based on the exceptional nature of the service already alluded to, namely, that for the convenience of shipowners and the promotion of commerce the services may be rendered on shipboard and on Sundays, holidays, and outside of office hours (9 a. m. to 5 p. m.). There is no fee for the shipment and discharge of seamen during office hours at British mercantile marine offices. When the crew is shipped on board, however, the owner or master pays a fee to the mercantile marine officer of 1s. (say, 25 cents ordinarily) for each man shipped up to 40, but the maximum charge, regardless of the size of the crew, may not exceed £2 (roughly, \$10). For services on Sundays, holidays, or between 6 p. m. and 8 a. m., the mercantile marine officer may collect a fee of £1 (\$4.86) per hour, and for services between 8 and 9 a. m. or 5 and 6 p. m. week days a fee of 10s. (\$2.43) per hour. This system consults the convenience of the shipowner, who may or may not elect to pay the charge, if he deems it worth while to secure his crew or discharge it outside of office hours and on board the ship. As the system is often employed, the cost to the Government of maintaining the mercantile marine offices is proportionately reduced. The introduction of a similar system in the United States so far as can be roughly estimated on the work of the

shipping commissioners during the past year would produce over \$100,000, possibly \$125,000, depending on whether its introduction were or were not followed by the decreased use of shipping commissioners' offices by those engaged in the near-by foreign or coasting trades, where resort to those offices is optional.

Collectors and deputy collectors of customs act as shipping commissioners, pursuant to section 4503 of the Revised Statutes, at ports where Congress has not specifically established such offices. During the past year collectors and deputy collectors mainly at lesser ports and subports shipped 26,943 officers and men and discharged 29,423 compared with 34,512 shipments and 28,914 discharges during the previous year.

The detailed reports of shipping commissioners are to be found in Appendix A. It should be borne in mind that these returns cover shipments and discharges before shipping commissioners and frequently the same officer or seaman has been shipped or discharged several times during the year on the several voyages of the same ship or on different voyages of different ships, and is therefore covered several times in the returns. The returns do not cover shipping on the Great Lakes, where shipping commissioners are not established, nor do they cover the majority of voyages in the coasting trade. On these voyages the proportion of Americans employed is unquestionably larger than that shown in the shipping commissioners' returns. On the other hand, the returns do not cover crews shipped for American ships by consuls in foreign ports and these are obviously almost wholly aliens. Before the outbreak of the war American consuls rendered annual reports on such shipments and discharges, but in view of their arduous duties during the war these reports were discontinued. It would be helpful if they were now resumed.

NATIONALITY OF CREWS.

The following table shows the nationality of the officers (excluding masters) and men shipped and reshipped before shipping commissioners during the past fiscal year and also for the seven preceding fiscal years:

Nationality.	1914	1915	1916	1917	1918 ¹	1919	1920	1921
Americans (born).....	63,247	65,196	76,956	81,899	72,613	97,160	137,016	125,067
Americans (naturalized).....	31,417	29,965	31,877	26,826	24,868	24,676	31,777	32,356
British.....	24,745	29,395	29,523	28,947	26,967	26,848	36,609	38,061
Chinese.....	64	471	68	42	205	729	1,625	3,496
Japanese.....	98	200	245	368	972	1,198	1,276	1,129
Filipinos.....	472	482	528	650	1,091	1,154	1,646	2,825
Germans.....	9,497	9,466	12,415	10,254	206	138	1,568	1,628
Norwegians.....	8,194	9,891	11,383	9,819	9,617	10,237	11,585	10,138
Swedes.....	6,321	7,878	9,208	9,505	10,095	10,054	11,905	9,574
Danes.....	2,260	4,084	4,608	4,893	5,467	5,843	6,827	5,456
Russians.....	4,526	5,930	7,949	8,150	9,127	10,108	9,442	8,811
Austrians.....	3,363	3,536	3,474	1,894	427	125	664	684
French.....	617	716	892	783	663	694	948	1,040
Spanish.....	25,022	25,252	33,139	34,006	31,643	24,153	29,784	31,350
Italians.....	4,368	4,843	4,150	4,079	3,491	2,503	3,463	4,871
Portuguese.....	3,921	5,034	4,733	5,702	4,899	5,481	6,031	5,784
Others.....	11,442	16,196	21,533	25,322	30,019	34,811	41,974	43,564
Unknown.....	10	6	.....	2	.....	.....	.....	.....
Total.....	199,534	218,541	252,681	253,141	232,340	255,922	334,140	325,832
Per cent Americans.....	47.4	43.5	43.2	42.9	41.9	47.6	50.5	48.3

¹ The summary for the year 1918 as printed in the report for 1918 at p. 27 contained several errors due to mistakes in transferring to the summary the correct details as stated on pp. 39-40. An erratum notice was sent out as soon as the error was seen.

The slight decline in the percentage of American seamen during the past year was not unexpected, as the previous fiscal year, when the American percentage exceeded 50, was the year of great expenditures by the Shipping Board on operating ships, and several millions of dollars were devoted to special efforts to secure Americans on Shipping Board ships. Since 1914 the seagoing tonnage of the United States has increased threefold, while the seagoing tonnage of the rest of the world is hardly 1,000,000 gross tons greater than at the outbreak of the war. In the meantime the seafaring men of the world are doubtless distributed much in the same way as in the past. During our participation in the war many Americans answered the inducements of many kinds held out to them to go to sea, and under depressed conditions of industry ashore probably many still remain in the sea service, but these have not sufficed to maintain the American percentage on board the increasing fleet built by the Shipping Board. With the return of peace the seamen's act of 1915, which was, in fact, suspended through the workings of greater forces evoked by the war, has resumed its operations. Whatever may be said of its purpose, the tendency of that act is to increase the number of aliens on American ships. The desertion from foreign ships in American ports was made easy, and as the deserter under the immigration laws is not privileged to remain long ashore, he must join another ship. Ships under the flag from which he deserted are not open to him without incurring the risk of severe penalties imposed by other countries for desertion. The laws of most countries require a large percentage of their crews to be citizens or subjects, and shipment accordingly under other flags is difficult. The American ship, on the contrary, offers the inducements of very much higher wages and, on the whole, easier conditions of life and disciplinary regulations, much less strict under the seamen's act than those obtaining on foreign ships. But the matter does not end there.

Three years ago, on July 1, 1918, the ocean-going fleet of the United States in round numbers aggregated 5,000,000 gross tons, and it was on that fleet that the American must acquire his knowledge of seamanship. At that time the seagoing fleet of the rest of the world in round numbers was 45,000,000 gross tons, manned by the citizens or subjects of foreign countries. The seaman's law requires that 65 per cent of the deck crew of American seagoing ships, now aggregating over 13,000,000 gross tons, shall be men who have had three years' service on deck at sea. The statement of facts suffices to show that the requirement of law places a premium on the employment of the alien on the American ship, for the number of aliens qualified by three years' service exceeds the number of qualified American men in our own ports. A liberal estimate of the deck crews of our 5,000,000 gross tons in 1918 would be 40,000 men, Americans and aliens. Our seagoing tonnage now requires something over 100,000 men in the deck department, of whom 65,000 must be men of three years' service on the deck, and had everyone of the 40,000 in 1918 been Americans—and such was far from the fact, for in that year only 42 per cent in all departments were Americans—it would still be necessary to ship thousands of aliens as able seamen to comply with the law, and in pay and rating they would outrank Americans of shorter service. If three years were actually required to qualify

a man to perform the duties exacted from the deck department of a modern cargo steamer, the law could be understood and accepted with its drawbacks, but no such period is in fact required; indeed, our own laws and regulations permit two years' service to qualify a man for the position of officer (mate) on a cargo steamer, as do the laws of other nations.

DESERTION.

The statute creates two offenses, desertion and failure to join the ship or overstaying leave, and considerable difficulty has been experienced by shipping commissioners and consuls during the past two years in distinguishing between the two and the different penalties involved, and the different treatment accorded to the seaman as he may be found to have violated one or the other provision of law. The subject is under consideration by the Consular Bureau of the State Department and this Bureau and a satisfactory adjustment of the situation is probable. In the meantime the return of "failure to join" is again included in Appendix A for what it is worth.

ALLOTMENT NOTES.

The number of seamen's allotment notes to relatives issued by shipping commissioners during the year was 12,183 compared with 11,985 during the previous year and 5,956 during the year 1919.

WAGES OF SEAMEN.

The customary tables showing rates of wages are again printed in Appendix B to preserve the continuity of the records for reference. Up to the spring of 1921 the rates of wages on the great majority of American seagoing ships for several years were in fact established by the Shipping Board. The strike of May, 1921, led to a change in the system, and during the current fiscal year the Shipping Board and the American Steamship Owners Association are carrying out temporary agreements partially covering the matter of wages and conditions of employment, but the tendency beginning last May has been toward the return to prewar conditions of individual contract.

RADIO COMMUNICATION.

The following pages contain the usual review of different phases of work of the radio service of the Bureau during the past year. Throughout the year, however, the one fact made plain in nearly every field of wireless activity has been the need of an early readjustment of the relations and agencies of the Government with radio communication and of the statutory regulation of the art. This is one of the results of the war which gave an impetus to the art that has carried it within seven years much further than in all its previous history. The same situation obtains abroad as at home, and a new international convention upon the subject is urgently needed. Preliminary steps toward such an agreement were taken at the meeting in Washington last autumn and at the meeting of the international technical radiotelegraphic committee in Paris this summer.

The first practical question to be considered is whether international regulation of all forms of electrical communication shall be

embodied in one international convention covering telegraphs, telephones, and cables as well as wireless. The relations of these forms of communication with one another are, of course, becoming closer and the separate treatment of each more difficult; indeed, under the European system where the telegraphs and telephones are almost wholly owned and operated by governments as parts of their respective postal systems, radio communication naturally takes its place with them, and one administration and one general scheme of regulation is natural and proper. The short-lived experiment with Government operation of telegraphs in the United States, under the trying conditions of war, was not so successful as to recommend to public favor the permanent adoption of that system. Anyone who has had experience with the Government owned and operated telephone systems of Europe is unlikely to prefer on any grounds that system to the superior service maintained by private capital in the United States.

The need for revision of the international radiotelegraph convention stands quite apart, however, from the proposed adherence of the United States to international regulation of its telegraph and telephone systems. Radio communication, even for the United States, is essentially international, and the basic rules must command international assent in the same way as the rules to prevent collisions at sea. The international convention of 1912 relates almost wholly to communication between ship and shore stations and between one ship and others, and the wave-length prescriptions are honored more in the breach than in the observance by ships which nowadays are in touch with the land throughout a trans-Atlantic voyage. The only international regulation provided for radio communication between high-powered stations transmitting across the oceans and for radio communication between points on the land is the direction in article 8.

The working of the radio stations shall be organized as far as possible in such manner as not to disturb the service of the radio stations.

Yet the great development of radio communication recently has been in high-powered trans-Atlantic communication where the number of wave lengths available in the present stage of the art is limited, and, so far as the United States is concerned, in the rapid development also of communication between points on land, supplementing the telegraph and telephone, and in the matter of broadcasting messages performing a service which the telegraph and telephone render only tardily or inadequately.

INCREASE OF WORK AND FIELD FORCE.

The act of June 24, 1910, provided that after July 1, 1911, ocean-going steamers carrying 50 or more persons should be equipped with wireless apparatus capable of transmitting messages at least 100 miles in charge of an operator skilled in its use. Congress appropriated \$7,000 to carry out the act during the year ended June 30, 1912, which barely sufficed to pay salaries to three competent inspectors, purchase the necessary instruments, and pay travel expenses. Under the act 206 American ships were equipped with wireless that year, and American and foreign ships were inspected at 2,207 clearances. The

American act of 1910 was followed shortly by similar legislation by other countries. The act of July 23, 1912, provided for a continuous wireless watch on shipboard, and this principle was incorporated in the international convention of 1914 on safety of life at sea. The act of August 13, 1912, to regulate radio communication and the ratification by the Senate of the international radiotelegraphic convention followed, and for the year 1913 the appropriation was increased to \$37,880. The following table presents an outline of the increase in the use of wireless apparatus and the consequent increase in the work of the service. The first column shows the number of American ships equipped with wireless rising from 555 on June 30, 1914, to nearly 3,000 on June 30, 1921. The remaining columns show the licenses issued to stations and operators and the number of ships inspected during each year given.

June 30—	American ships equipped.	American ships licensed.	Inspections of American and foreign ships.	Commercial operators licensed.	Commercial and special land stations.	Amateur stations licensed.	Amateur operators licensed.	Total field force.
1914.....	555	203	6,484	339	83	2,137	1,172	20
1915.....	585	362	8,152	1,653	115	3,547	3,067	26
1916.....	604	444	7,236	1,278	182	4,942	4,199	28
1917.....	836	484	7,137	1,682	160	3,741	3,302	28
1918.....	1,478	392	5,775	1,616	.....	.....	.....	29
1919.....	2,312	976	5,160	1,645	.....	.....	.....	27
1920.....	2,808	1,158	5,419	4,652	254	5,719	5,988	25-45
1921.....	2,978	921	5,591	2,722	491	7,351	6,207	26

The last column shows the number of the field force. The work had increased so rapidly and had fallen so far in arrears that for the year 1920 Congress voted a deficiency appropriation of \$20,000 which permitted the temporary employment of 20 additional inspectors for about six months of that year.

STATION AND OPERATORS' LICENSES.

The following statement shows the number and classification of the radio stations in the United States on June 30, 1920 and 1921, and the number and rating of licenses issued to operators from 1914 to June 30, 1921, and gives a general impression of the extent of the use of radio apparatus for the transmission of messages and of the number of qualified operators:

Classification.	Number.		Grade.	Number, 1914-1921, inclusive.
	1920	1921		
RADIO STATIONS.			RADIO OPERATORS.	
Commercial land radio.....	90	161	Commercial extra first.....	107
Commercial ship radio.....	2,808	2,978	Commercial first and second.....	15,726
Government land radio.....	262	227	Experiment and instruction.....	207
Government ship radio.....	1,312	1,158	Cargo.....	630
Amateur stations licensed.....	5,719	13,070	Amateur first and second.....	24,050
Special land radio.....		418	Commercial emergency first and second.....	563
Total.....		18,012	Total.....	41,283

COST OF RADIO SERVICE.

The following statement shows the expenditures in detail for the radio service during each of the past five years, the appropriations for the current year and the proposed allotments, and the estimates for the year ending June 30, 1923:

	1917	1918	1919	1920	1921	1922	1923
Total salaries:							
Field.....	\$27,784.66	\$24,068.17	\$28,602.88	\$46,869.97	\$43,795.51	\$60,430.00	\$60,430.00
Bureau.....	7,013.34	6,369.90	6,698.62	8,050.00	8,335.96	10,900.00	11,700.00
Total.....	34,798.00	30,438.07	35,301.50	54,919.97	52,131.47	71,330.00	72,130.00
General expenses:							
Travel.....	2,317.42	1,262.32	3,668.72	2,810.67	3,583.14	3,510.00	3,510.00
Telephone.....	565.88	617.03	695.89	848.74	822.20	941.00	941.00
Furniture.....	151.64	428.27	945.01	198.71	818.28	250.00	250.00
Supplies.....	558.76	495.19	234.22	861.89	479.26	650.00	650.00
Printing.....	68.79	17.46	135.40	117.17	110.74	125.00	125.00
New instruments.....	2,741.09	701.28	430.50	3,365.52	46.34	1,000.00	1,000.00
Repairs.....	83.05	180.22	348.61	54.90	192.22	250.00	250.00
Telegrams.....	24.33	34.91	27.16	78.02	.....	40.00	40.00
Freight and cartage.....	63.23	60.59	78.81	128.75	163.85	200.00	200.00
Carfare.....	330.16	246.67	219.26	324.16	323.50	480.00	480.00
Technical books and papers, batteries, wire, and other small materia's.....	47.30	95.80	74.05	140.07	87.23	85.00	85.00
Berne publications.....	13.74	8.73	37.78	12.00	46.73	50.00	50.00
Rent.....	98.75	149.25	638.00	795.00	1,144.50	1,080.00	1,080.00
New construction and other equipment.....	.....	10,039.21	1,415.73	.....	22.65	9.00	9.00
Unexpended.....	3,137.86	225.00	749.36	344.43	27.89	.....	.....
Total.....	45,000.00	45,000.00	45,000.00	65,000.00	60,000.00	80,000.00	80,800.00

OPERATORS' LICENSES.

The total number of operators' licenses issued the past year was 8,998 out of a total of 39,756 issued or renewed during the past seven years.

As a new system of operators' ratings took effect on July 1, 1921, the following statement of operators' licenses issued during the past seven years is presented for the permanent record:

Grade.	1915	1916	1917	1918	1919	1920	1921	Total.
Commercial extra first.....	18	18	8	13	18	16	16	107
Commercial first and second.....	1,635	1,260	1,674	1,603	1,640	4,839	2,706	15,387
Experiment and instruction.....	27	30	10	(¹)	(¹)	97	33	197
Cargo.....	112	173	113	107	33	30	36	604
Amateur first and second.....	3,067	4,199	3,302	(¹)	(¹)	6,103	6,207	22,878
Commercial emergency first and second.....	.....	.....	217	219	63	64	0	563
Total.....	4,859	5,680	5,324	1,942	1,754	11,179	8,998	39,736

¹ Discontinued for the period of the war.

The new system preserves, of course, the classes of operators, according to their skill and knowledge of radio apparatus and its regulation, as established by the international radiotelegraphic convention of 1912. This skill and knowledge is determined by examination, partly in writing and partly by actual tests in trans-

mitting and receiving messages. The National United Radio Telegraphers' Association pointed out last spring that these tests can not well be made under actual service conditions nor can any examination give full credit for experience acquired by radiotelegraphers in the varying circumstances and emergencies which test the operator's intelligence and resourcefulness at sea. The form of license in use had provided for a record of such services, which will be retained, but hereafter the licenses will be issued in three grades according to the length of service of the operator.

DETAILED WORK OF THE RADIO SERVICE.

The following statement shows the details of the work performed by radio inspectors during the past fiscal year compared with the previous year:

Work of service.	1920	1921
Clearances of American and foreign vessels required by law to be equipped with radio..	9,312	9,581
Inspections of radio equipment on American and foreign vessels required by law to be equipped with radio.....	5,419	5,591
Inspections of radio equipment on voluntarily equipped vessels.....	1,170	514
American ship radio stations licensed.....	1,158	921
American ship radio stations inspected for license.....	794	463
Land radio stations inspected for license.....	55	96
Land radio stations (not including amateur stations).....	254	491
Amateur radio stations licensed.....	5,719	7,351
Commercial operators examined.....	7,058	4,308
Commercial operators licensed.....	4,885	2,722
Amateur operators examined.....	5,712	5,759
Amateur operators licensed.....	6,103	6,207
Defects found upon inspection of ship radio stations where clearance would have been in violation of the law.....	837	553
American vessels equipped with radio.....	2,808	2,978

SUMMARY OF WORK BY DISTRICTS.

Following is the usual statement, by districts, of the work done by the radio service during the past fiscal year:

Place of inspection or examination.	Stations inspected.				Amateur stations licensed.	Operators examined.						Experiment and instruction.	Operators licensed.							
	Ship - Voluntary equip-ment.	Ship for license.	Land. ¹	Land for li-cense. ¹		Commercial.			Amateur.		Cargo.		Commercial.			Amateur.		Cargo.	Experiment and instruction.	
						Extra.	First.	Second.	First.	Second.			Extra.	First.	Second.	First.	Second.			
First district:																				
Boston, Mass.	67	62	9	8	2	756	7	450	21	319	443	2	1	5	228	83	316	443	2	1
Bellast, Me.						3		8		2					4		2			
Newport, R. I.				1		2				4							1			
Providence, R. I.					4					4							4			
Providence, R. I.	1	1						56			2				12	7	7			
Rockland, Me.			2	1	1	3				1							1	2		
Saco, Me.						25				2	4		1				2	4		
Springfield, Mass.				1	2					20							13			1
Total, 1921.	68	63	11	12	9	789	7	514	21	356	449	2	2	5	244	90	346	449	2	2
Total, 1920.	154	107	11	14	9	1,268	2	660	96	964	431	1	43	1	414	105	936	431	1	55
Second district:																				
New York, N. Y.	97	101	31	18	2	794	3	383	525	450		21		1	575	224	395	387	15	
Total, 1921.	97	101	31	18	2	794	3	383	525	450		21		1	575	224	395	387	15	
Total, 1920.	23	100	4	13	44	1,117	7	1,349	652	231		2		1	942	567	298	788	2	4
Third district:																				
Baltimore, Md.	36	49	4	4	29	1,427		520	74	121			1	2	341	123	470	460		1
Norfolk and Newport News.	28	27			2		1	81	22	14				1	54	14	11			
Philadelphia, Pa.	1	2		1	5			396	14	302										
Cape May, N. J.																				
Total, 1921.	65	78	7	5	36	1,427	1	997	110	497		1	1	3	395	137	481	460	1	1
Total, 1920.	417	299	4	6	226	627	6	2,209	198	810	81	1	1	4	792	212	496	135	2	8
Fourth district:																				
Savannah, Ga.						184		9	8	11						1	1	3	117	
Total, 1921.						184		9	8	11						1	1	3	117	
Total, 1920.	1	4		2	13	92		79	21	44	51		2		34	12	57	64		

Fifth district:																					
New Orleans, La.....	38	39				2	253		216	153	21	219	1		3	166	51	61	219	1	10
Dallas, Tex.....			2	1	14					7	2	38		1				2			
Fort Worth, Tex.....			1	1																	
Galveston, Tex.....	3									2						1					
Houston, Tex.....			3		10				7		21					2					
Total, 1921.....	41	39	6	2	26	253		232	155	80	219	1	1	3	2	169	53	61	219	1	10
Total, 1920.....	73	71	2	2	28	203		383	105	78	196	3		2	207	88	48	196	3	66	66
Sixth district:																					
San Francisco, Calif.....	95	88	16	12	6	629		4	399	36	354	201	16	4	3	278	56	297	221	15	4
Fresno, Calif.....					1						2										
Long Beach, Calif.....			2																		
Los Angeles, Calif.....	1	1			2				34		73	11				4		4	9		
Riverside, Calif.....									3												
San Diego, Calif.....	1		1						4		9										
Total, 1921.....	97	89	19	12	9	629		4	440	36	438	212	16	4	3	282	56	301	230	15	4
Total, 1920.....	166	93	3		53	502		2	675	53	396	190	6	3	3	471	72	379	197	6	3
Seventh district:																					
Seattle, Wash.....	48	52	15	11	7	303		2	243	96	135	245	2		1	155	52	114	218	2	
Total, 1921.....	48	52	15	11	7	303		2	243	96	135	245	2		1	155	52	114	218	2	
Total, 1920.....	172	76	13	10	59	211		6	433	131	109	139	4	1	4	260	149	74	140	4	3
Eighth district:																					
Detroit, Mich.....	74	21	26	19	1	1,336		1	133	7	18	581		8		68	25	44	680		8
Buffalo, N. Y.....					2				8		75						2	63			
Cincinnati, Ohio.....			2	2	2				6							1		45			
Cleveland, Ohio.....	8	5	9	6	2	4			26		193	2				3	7	99	2		
Dayton, Ohio.....				1	1				1	7	46							35			
Frankfort, Mich.....	2				30											1					
Ludington, Mich.....	4	4										1							1	1	
Pittsburgh, Pa.....			2	2		33			12		61							36	6		
Rochester, N. Y.....									3	7	60						3	56			
Total, 1921.....	88	32	40	30	7	1,438		1	189	21	515	584		9		73	37	378	689		9
Total, 1920.....	149	42	8	8		827		1	329	25	428	622	1		1	156	61	361	622	12	2
Ninth district:																					
Chicago, Ill.....	9	8	2	3	1	1,496			211	20	246	1,048		6		97	65	309	1,048		7
Davenport, Iowa.....			2						7	36	2								2		
Denver, Colo.....			3	1	1	3			2	3	53										
Indianapolis, Ind.....									8												
Kansas City, Mo.....			1						6	3	39										
Manitowoc, Wis.....																					
Milwaukee, Wis.....	1	1							7	1	45										
Total, 1921.....						35															
Total, 1920.....																					

1 All work in the fourth district was performed by the radio inspector of the third district.

Place of inspection or examination.	Stations inspected.					Operators examined.					Operators licensed.				
	Ship—Volun- tary equip- ment.	Ship for license.	Land.	Land for li- cense.	General and re- stricted ama- teur.	Amateur stations li- censed.	Commercial.				Amateur.				Cargo.
							Extra.	First.	Second.		Extra.	First.	Second.		
Ninth district—Continued.															
Minneapolis, Minn.			1	1				15	12			55			
Omaha, Nebr.			2					5	3			23			
St. Louis, Mo.			2					5	1			9			
St. Paul, Minn.			1												
Valparaiso, Ind.			1												
Total, 1921.	10	9	16	6	2	1,534	2	266	45	518	1,050	300	642	7	7
Total, 1920.	16	1				872		528	6	300	642			11	11
SUMMARY.															
First district.	68	63	11	12	9	789	7	514	21	356	449			2	2
Second district.	97	101	31	18	2	794	3	383	525	450				385	387
Third district.	65	78	7	5	36	1,427	1	997	110	497				481	460
Fourth district.						184		9		11				3	117
Fifth district.	41	39	6	2	26	253		232	155	80	219			1	1
Sixth district.	97	89	19	12	9	629	4	440	36	438	212			53	61
Seventh district.	48	52	15	11	7	303	2	243	96	135	245			262	56
Eighth district.	88	32	40	30	7	1,438	1	189	21	515	584			155	52
Ninth district.	10	9	16	6	2	1,534		266	45	518	1,050			73	37
Grand total, 1921.	514	463	145	96	98	7,351	18	3,273	1,017	3,000	2,759			715	2,388
Grand total, 1920.	1,171	793	45	55	432	5,719	26	6,645	1,267	3,360	2,352			1,367	3,819
															36
															30
															152

ENFORCEMENT OF NAVIGATION LAWS.

The work of enforcing the navigation laws during the year shows a slight increase in the number of violations of such laws reported through the various services engaged in this work and is the largest number reported since 1904, when the statistical record of such violations began.

The following table shows the work by districts and laws violated, followed by a comparison of the work in previous years:

Headquarters port.	Total.	Steamboat laws (R. S., 4399-4500).	Motor-boat laws, "Rules of road," (R. S., 4325-4326).	Surrendered license (R. S., 4325-4326).	Bills of health (Feb. 15, 1883).	Seamen's act (Mar. 4, 1915).	Anchorage and St. Marks River rules.	Passenger act (Aug. 2, 1882).	Enrollment and license (R. S., 4336).	Entry and clearance (R. S., 4197).	Name on vessel (R. S., 4178).	Change of master (R. S., 4335).	Unloading.	Radio-communication laws.	Numbering act (June 7, 1918).	Miscellaneous.
Baltimore.....	699	59	311	17	1	1	27	2	1	19	79	1	2	4	220	10
Boston.....	607	66	188	31	1	1		2	1	3	19	1			264	3
Bridgeport.....	200	2	124	26					1	3	4				44	
Buffalo.....	188	27	79		17			5	1	31	4				25	
Charleston.....	44	6	3	25	4					1	2				1	2
Chicago.....	172	19	68	12	22			1	1	3	3		2	3	45	
Cleveland.....	252	22	63	3	24			1	1	3	3		2		124	2
Des Moines.....	141		59	1											81	
Detroit.....	168	24	58	33	10			2	2	6		3			28	2
Duluth.....	73	25	18	2	20				2						6	
Galveston.....	41	6	1	6				1	1	7					20	
Honolulu.....	95	14	39		2							5			35	
Indianapolis.....	29		16					1	4		1				13	1
Juneau.....	60	5	1	45				3	6	3		1			2	
Los Angeles.....	183	1	78	37	1										51	3
Louisville.....	35	2	19	6											8	
Memphis.....	66	3	9	22					2	3		3			24	
Milwaukee.....	33	10	14		4			1	1			1			2	
Mobile.....	301	3	59	28	21		2	1	1	39	10	1			95	13
New Orleans.....	779	114	175	73	3			3	4	61	7	1			299	39
New York.....	849	86	277	85	1		5	1	1	45	1	3			340	5
Norfolk.....	816	68	310	37	9			1		140	1	4	1		275	
Nogales.....	21															21
Ogdensburg.....	8			6								1			1	
Omaha.....				1												
Philadelphia.....	684	28	164	60	14			8	4	18	4	2			380	2
Pittsburgh.....	16	3	2	9								1				1
Port Arthur.....	112	27	10	20	3				8	7					27	10
Portland, Me.....	318	25	216	22	1			1		8	2				43	
Portland, Oreg.....	109	6	43	13	10			3	3	5	3		1		24	1
Providence.....	175	8	62	11				5		8					79	1
Rochester.....	55	3	28	3					7			4			10	
San Diego.....	22		3	5						5					9	
San Antonio.....	9			3					3							3
San Juan.....	10	2		1					2			1			2	
San Francisco.....	466	43	99	38	9		4	4	15	25	13	2	2	2	168	44
Savannah.....	149	3	71	17	13			1	1	6	4				30	3
St. Albans.....	3			1											4	
St. Louis.....	182	4	98	32					2	2					44	
Seattle.....	310	24	50	132	23			3	18	14	9	3			31	3
Tampa.....	1,770	101	727	95	37		3	3	13	77	3	3			673	35
Wilmington, N. C.....	426	1	200	11				1		58		2			153	
Total—																
1921 (42 ports).....	10,707	810	3,772	974	250		48	45	100	673	68	42	11		3,676	208
1920 (41 ports).....	10,667	2,650	2,530	988	1		16	38	104	267	39	118	51		3,192	156
1919 (40 ports).....	8,174	1,589	2,397	1,066	273		28	38	83	196	32	83	58		2,244	89
1918 (49 ports).....	4,749	710	2,337	922	160		32	20	62	127	27	250	20			82
1917 (48 ports).....	7,569	1,020	4,690	770	286		29	42	43	400	41	74	22			182
1916 (48 ports).....	7,825	812	5,126	943	271		1	19	59	28	331	35	67			90
1915 (48 ports).....	6,868	671	4,562	892	11		10	104	41	248	67	93	37			42
1914 (49 ports).....	6,720	768	4,838	631			8	25	41	26	153	59	90			45
1913 (107 ports).....	3,506	333	2,793	23			23	8	24	10	93	26	1	40		152
1912 (105 ports).....	3,634	165	3,119	96	3		12	17	38	39	81	12				52
1911 (92 ports).....	2,268	182	1,811	23	41		17	45	10	16	43	30				30
1910 (74 ports).....	1,070	252	498	17	68		13	61	13	16	68	12	2			76
1909 (64 ports).....	1,134	151	710	33	69		3	21	14	7	59		4			63
1908 (73 ports).....	852	245	385	12	42		6	21	23	18	30	7	2			61
1907 (66 ports).....	684	209	92	88	36		18	62	9	23	52	27	5			63
1906 (77 ports).....	670	194	110	114	41		13	27	10	6	49	5	9			72
1905 (63 ports).....	524	142	53	99	42		13	21	26	7	20	11	28			62
1904 (66 ports).....	706	134	98	101	48		16	29	12	24	19	(1)				131

¹ Included under "Miscellaneous" in 1904 report.

The following table shows the work done by the various branches of the services engaged in the enforcement of the navigation laws:

VIOLATIONS OF THE NAVIGATION LAWS ON WHICH PENALTIES WERE IMPOSED AND SOURCES OF THE REPORTS FOR FISCAL YEAR 1921.

Headquarters port.	Total.	Kilkenny.	Tarragon.	Dixie.	Slwash.	Psyche.	Coast Guard.	Local Inspectors.	Radio.	Customs.	Navigation inspectors.
Baltimore.....	699	514		40	4	23		56		44	18
Boston.....	607				65		8	74	4	454	2
Buffalo.....	188			90				36		7	55
Bridgeport.....	200				169					31	
Charleston.....	44						3	1		40	
Chicago.....	171						52	41	3	27	48
Cleveland.....	252			151				47		54	
Des Moines.....	141									122	19
Detroit.....	168			69			13	31		55	
Duluth.....	73							1		51	21
Galveston.....	41	26								15	
Honolulu.....	95									95	
Indianapolis.....	29									7	22
Juneau.....	60							1		59	
San Antonio.....	9									9	
Los Angeles.....	183									183	
Louisville.....	35							2		6	27
Memphis.....	66			16				2		39	9
Milwaukee.....	33						15	17		1	
Mobile.....	301	15		176				2		108	
New Orleans.....	779	59		333				113		274	
New York.....	849	102		88	170	12	1	51		418	7
Norfolk.....	846	580				129	12	63	1	61	
Nogales.....	21									21	
Ogdensburg.....	8									8	
Philadelphia.....	684	114			1	37		25		362	145
Pittsburgh.....	16							5		11	
Port Arthur.....	112	44						19		49	
Portland, Me.....	320				263		1	25		29	
Portland, Oreg.....	107							1	1	87	18
Providence.....	175				40			10		45	80
Rochester.....	55	2					16	3		17	
St. Louis.....	182			13						131	38
San Diego.....	22									22	
San Francisco.....	466						190	35		241	
San Juan.....	10									10	
Savannah.....	149		98							51	
Seattle.....	310						53	18		238	1
Tampa.....	1,770	49	1,014	206			34	94		373	
Wilmington, N. C.....	426	132				278	6			10	
Omaha.....	1									1	
St. Albans.....	3									3	
Total:											
1921 (42 ports).....	10,706	1,637	1,112	1,182	712	479	404	773	9	3,869	529
1920 (42 ports).....	10,667	1,303	1,261	41			300	2,083	25	5,028	626
1919 (41 ports).....	7,382	1,480	1,225				235	767	6	3,114	554
1918 (49 ports).....	4,893	84	809				241	404	5	2,654	696
1917 (48 ports).....	7,565	864	1,234				1,255	712	13	2,833	654
1916 (48 ports).....	7,895	984	987				1,333	590	36	2,876	1,089
1915 (48 ports).....	6,860						1,380	361	34	2,661	999

The foregoing table of work is based on reports of collectors of customs and is approximately correct. The considerable increase of violations reported by the Bureau's inspection vessels is due to the fact that three of them did but little work in 1920, it being necessary to place them in full repair after being received from the Navy Department. The inspection boats in addition to the work enumerated above have been actively engaged in assisting the Internal Revenue Bureau in the collection of internal-revenue taxes on pleasure boats and water transportation. It is estimated that the collec-

tion of these taxes and of navigation fines through these vessels exceeds the cost of their operation. The Government secures therefore a reasonable inspection of vessels on the Atlantic and Gulf coasts and the Mississippi River and tributaries without cost, as the taxes and fines reported would not be collected were these vessels not in operation.

COMPARATIVE STATEMENT OF CASES OF VIOLATIONS OF THE NAVIGATION AND STEAM-BOAT-INSPECTION LAWS REPORTED BY OFFICERS OF CUSTOMS, 1906-1921.

Port.	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921
Baltimore.....	14	34	21	43	49	114	129	294	219	396	312	461	265	500	663	699
Boston.....	40	15	8	18	34	132	327	67	949	440	412	427	194	243	626	607
Bridgeport.....	12	9	9	4	13	206	423	30	134	118	54	89	32	95	97	200
Buffalo.....	3	5	10	8	32	9	75	64	3	42	144	87	111	168	143	188
Charleston.....	5	21	3	2	4	1	4	13	154	91	39	50	28	109	40	44
Chicago.....	8	7	21	5	70	138	55	35	105	178	389	283	144	88	119	171
Cleveland.....	20	20	27	10	32	114	66	76	90	104	218	161	177	499	1,096	252
Des Moines.....	2	3	5	4				3	160	85	4	116	56	27	40	141
Detroit.....	41	48	28	86	161	69	251	221	112	293	441	163	145	142	122	168
Duluth.....	15	16	15	14	46	9	13	15	17	62	79	138	132	282	241	73
Eagle Pass.....						1	3	28	2			1	1			
Galveston.....	8	15	5	9	1	6	2	39	49	49	50	105	54	21	24	41
Great Falls.....	1															
Honolulu.....	8		7	17	20	14	14	11	15	14	18	18	11	10	3	95
Indianapolis.....			2			7	23	5	1	5	109	54	85	32	34	29
Juneau.....	10	22	9	8	17	113	67	27	41	43	33	40	44	43	39	60
Laredo.....						1	16	5	14	2	7	10				
Los Angeles.....	5	5	52	4	26	65	36	23	79	182	172	137	109	192	125	183
Louisville.....	2	5			1	14	24	6	41	58	63	128	50	49	64	35
Memphis.....	7	4	4	3	8	10	12	9	10	52	94	84	18	67	83	66
Milwaukee.....	9	4	14	19	13	16	22	16	16	8	133	82	18	81	133	33
Mobile.....	32	23	6	9	41	36	40	30	157	107	106	109	52	98	122	301
New Orleans.....	38	21	21	16	24	51	71	73	218	173	177	315	221	501	487	779
New York.....	160	124	250	638	174	292	352	330	1,013	622	1,256	1,292	583	626	1,349	849
Nogales.....													22		8	21
Norfolk.....	21	16	170	66	43	214	121	489	235	335	531	430	181	814	618	846
Ogdensburg.....	2	4	4	6	6	13	25	20	57	40	92	74	201	54	18	8
Pembina.....								8					3			
Philadelphia.....	26	16	10	8	17	25	28	164	378	867	483	406	166	532	600	684
Pittsburgh.....			3	5		1	24	6	21	13	27	4	6	9	28	16
Port Arthur.....		6	4	3	5	28	35	10	126	33	68	93	117	203	256	112
Portland, Me.....	5	7	14	13	26	86	157	51	78	566	241	145	51	53	55	320
Portland, Oreg.....	11	5	2	3	6	7	125	331	354	273	229	130	239	120	182	107
Providence.....	14	9	9	13	7	79	70	20	130	21	125	94	68	65	137	175
Rochester.....	4	1	2	1	7	18	23	42	34	28	42	44	102	14	24	55
St. Albans.....				2		4	1	54	3	33	68	29	1	1	3	
St. Louis.....	1		3	3	8	30	88	20	109	186	154	348	173	291	396	182
St. Paul.....				2		3			5	1	5			4		
San Antonio ¹													2	2	7	9
San Diego.....															1	22
San Francisco.....	11	73	25	20	70	103	64	107	260	446	276	196	151	223	765	466
San Juan.....	4	3	13	3	9	9	25	18	28	28	11	12	14	8	14	10
Savannah.....	7	1	6	2	1	2	7	6	98	78	82	48	41	77	68	149
Seattle.....	72	87	33	29	19	74	108	59	38	306	409	318	338	266	320	310
Tampa.....	46	54	29	27	80	135	682	364	669	314	570	547	295	1,303	1,247	1,770
Wilmington, N. C.....	5	1	8	11	5	23	20	373	104	206	137	262	19	261	302	426
Omaha.....																1
Total (47 ports).....	670	684	852	1,134	1,070	2,268	3,634	3,506	6,720	6,868	7,825	7,569	4,749	8,173	10,667	10,706

¹ The districts of Laredo (No. 23) and Eagle Pass (No. 25) were abolished by Executive order Sept. 7, 1917, and the district of San Antonio (No. 23) was created by the same order.

PREVENTION OF OVERCROWDING OF PASSENGER VESSELS.

The work of preventing the overcrowding of excursion steamers is performed by customs, steamboat, and navigation inspectors. The Bureau's records show the work done by the navigation and customs inspectors in accordance with the following table:

NUMBER OF COUNTS AND THE NUMBER OF PASSENGERS INVOLVED IN PREVENTING OVERCROWDING OF PASSENGER VESSELS DURING FISCAL YEAR 1921.

Port.	Navigation.		Customs.		Total.	
	Counts.	Passengers.	Counts.	Passengers.	Counts.	Passengers.
Baltimore.....	1,696	938,286	1	1,468	1,697	939,754
Boston.....	107	29,164	551	547,815	658	576,979
Chicago.....	2,556	533,824	181	92,569	2,737	626,393
Cleveland.....	1,356	566,573	620	275,186	1,976	841,759
Detroit.....	450	528,986	527	846,667	977	1,375,653
Duluth.....	181	65,655			181	65,655
Galveston.....			22	1,364	22	1,364
Indianapolis.....	18	4,603	5	3,367	23	7,970
Louisville.....	215	122,194			215	122,194
Memphis.....	86	43,050			86	43,050
Mobile.....			26	9,245	26	9,245
Norfolk.....	146	34,162	18	4,137	164	38,299
Philadelphia.....			131	112,411	131	112,411
Portland, Me.....	746	118,884	2	980	748	119,864
Providence.....	21	10,336	12	5,564	33	15,900
Port Arthur.....			1	4	1	4
Rochester.....			46	15,278	46	15,278
Savannah.....			3	812	3	812
Seattle.....	1,382	228,515			1,382	228,515
Total.....	8,960	3,224,232	2,146	1,916,867	11,106	5,141,099
Total, 1920.....	9,893	3,342,675	1,637	1,415,798	11,530	4,758,473

It will be noted from the above that there was an increase of nearly 400,000 in the number of passengers counted over the work of the year before. When in the course of counting passengers it is found that the limit of safety has been reached, the inspectors prevent any more passengers from going on board. The number of shut-offs as shown by the following table is considerably less than during previous years, indicating to some extent that more care is being exercised in this regard:

SHUT-OFFS, BY MONTHS, DURING THE FISCAL YEAR 1921.

Port.	July.		August.		September.		May.		June.		Total.	
	Counts.	Passen- gers.	Counts.	Passen- gers.	Counts.	Passen- gers.	Counts.	Passen- gers.	Counts.	Passen- gers.	Counts.	Passen- gers.
Baltimore.....	8	5,600	8	7,350	1	780			3	4,650	20	18,380
Boston.....	15	16,172	12	10,427	2	715					29	27,314
Chicago.....	62	29,975	46	26,828	6	915	28	6,255	84	23,441	226	87,414
Cleveland.....	15	28,616	6	12,106					2	4,000	23	44,722
Detroit.....	23	30,204	10	20,980			4	13,533	4	2,235	41	66,952
Mobile.....	1	564									1	564
Norfolk.....	4	1,400									4	1,400
Philadelphia.....	3	5,000									3	5,000
Portland, Me.....	2	750									2	750
Providence.....	2	1,400									2	1,400
Rochester.....	2	499									2	499
Seattle.....	13	8,188	2	441							15	8,629
Savannah.....			2	546							2	546
Total.....	150	128,368	86	78,678	9	2,410	32	19,788	93	34,326	370	263,570
Total, 1920.....	270	191,950	144	149,561	24	9,862	25	24,429	113	40,100	576	415,902

NUMBERING OF UNDOCUMENTED VESSELS.

The work of enforcing the act of June 7, 1918, regarding the numbering of undocumented vessels and the recording of the names and addresses of the owners in the customhouses has proceeded successfully. On June 30, 1921, there were 141,006 such vessels numbered and recorded. The inspection officers of the department report that the law is being fairly well complied with.

PASSENGER ACT OF 1882.

During the fiscal year ships on 944 voyages brought 586,195 steerage passengers to the United States, compared with 664 voyages carrying 296,066 passengers in the fiscal year 1920, 314 voyages carrying 55,603 passengers in the fiscal year 1919, 442 voyages carrying 67,988 passengers in the fiscal year 1918, and 630 voyages carrying 147,493 passengers in the fiscal year 1917.

PUBLICATIONS.

Publications of the Bureau, comprising the Navigation Laws (quadrennial with an annual pamphlet supplement), List of Merchant Vessels of the United States, Code List of merchant vessels, list of radio stations (all annual), and the list of vessels of 500 gross tons or over and Radio Service Bulletin (both monthly) are no longer distributed gratuitously but are for sale by the Superintendent of Documents, Government Printing Office.

Respectfully,

EUGENE TYLER CHAMBERLAIN,
Commissioner.

To Hon. HERBERT HOOVER,
Secretary of Commerce.

APPENDIXES.

APPENDIX A.

REPORTS OF SHIPPING COMMISSIONERS FOR THE FISCAL YEAR ENDED JUNE 30, 1921.

The following statements are based on the annual reports of United States shipping commissioners for the fiscal year ended June 30, 1921. Shipping commissioners are appointed by the Secretary of Commerce at each port of entry, which is also a port of ocean navigation and for which Congress has made necessary appropriation.

The reports cover:

1. Shipments, discharges, and expenditures.
2. Shipments and reshipments.
3. Discharges.
4. Nationality of seamen.
5. Failures to join.
6. Men shipped to be discharged abroad.
7. Allotments of wages.
8. Seamen shipped and discharged by collectors.

1. SHIPMENTS, DISCHARGES, AND EXPENDITURES.

The following table shows the seamen shipped and discharged by each commissioner, the total cost of each office to the Government, and the number of employees authorized:

Port.	Dis- charged.	Shipped and re- shipped.	Total.	Total amount of salaries paid.	Average cost per man.	Em- ployees.
Baltimore.....	26,342	28,520	54,862	\$7,563.13	\$0.14	5
Bath.....	64	858	922	867.63	.94	.....
Boston.....	14,902	16,349	31,251	8,250.39	.26	5
Charleston, S. C.....	1,366	1,060	2,426	630.50	.26	.....
Galveston.....	4,342	4,480	8,822	1,942.75	.22	.....
New Bedford.....	170	885	1,055	1,172.50	1.11	.....
Newport News.....	4,205	7,609	11,814	3,544.68	.30	2
New Orleans.....	41,724	40,626	82,650	9,120.36	.11	6
New York.....	135,066	133,063	268,153	24,169.62	.09	17
Norfolk.....	21,051	13,769	34,820	5,632.66	.16	4
Philadelphia.....	20,678	24,778	45,456	8,315.16	.18	5
Portland, Me.....	3,146	3,390	6,536	2,203.22	.34	1
Providence.....	1,384	4,978	6,362	2,658.75	.42	1
Rockland.....	187	894	1,081	796.89	.74	.....
San Francisco.....	21,267	19,734	41,001	12,280.54	.30	7
Seattle.....	28,030	25,599	53,629	10,497.37	.20	7
Total.....	323,948	326,892	650,840	99,646.15	.15	60

† Figures represent work of office for the period beginning Oct. 20, 1920, to May 3, 1921, inclusive.

2. SHIPMENTS AND RESHIPMENTS OF SEAMEN.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men shipped and reshipped on vessels of the types and in the trades named. Half-rate foreign ports are those in British North America, the West Indies, and Mexico. Seamen reshipped are those who at the end of a voyage engaged to serve on the next voyage of the same vessel.

Port.	Foreign ports.			Domestic ports.		Total shipments and reshipments.
	Shipped.		Re-shipped.	Shipped.	Re-shipped.	
	Full-rate ports.	Half-rate ports.				
Baltimore.....	15,161	6,432	1,128	2,761	3,038	28,520
Bath.....	22	124	-----	680	32	858
Boston.....	2,749	2,287	3,980	3,838	2,895	16,349
Galveston.....	2,593	400	1,487	-----	-----	4,480
New Bedford.....	314	10	-----	517	44	885
Newport News.....	5,403	1,002	899	212	33	7,609
New Orleans.....	11,651	7,035	20,234	875	1,131	40,926
New York.....	45,950	16,988	68,459	992	674	133,063
Norfolk.....	8,230	1,617	2,032	1,074	816	13,769
Philadelphia.....	11,960	3,948	6,115	1,834	921	24,778
Portland, Me.....	461	264	382	1,488	795	3,380
Providence.....	200	2,056	920	1,347	455	4,978
Rockland.....	16	60	12	674	132	894
San Francisco.....	11,380	519	5,993	755	1,077	19,734
Seattle.....	4,289	388	300	8,808	-11,814	25,599
Total.....	120,449	43,730	111,941	25,855	23,857	325,832

3. NUMBER OF MEN DISCHARGED.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men discharged and paid off by commissioners from vessels of the types and in the trades named:

Port.	Foreign ports.		Domestic ports.	Total discharged.
	Full-rate ports.	Half-rate ports.		
Baltimore.....	14,187	7,541	4,614	26,342
Bath.....	.....	.....	64	64
Boston.....	5,374	5,471	4,057	14,902
Galveston.....	3,779	397	166	4,342
New Bedford.....	164	.....	6	170
Newport News.....	2,809	597	799	4,205
New Orleans.....	24,224	14,862	2,638	41,724
New York.....	105,088	28,061	1,941	135,090
Norfolk.....	15,693	3,472	1,886	21,051
Philadelphia.....	13,477	5,715	1,496	20,678
Portland, Me.....	509	943	1,694	3,146
Providence.....	222	921	241	1,384
Rockland.....	8	13	166	187
San Francisco.....	17,950	1,022	2,295	21,267
Seattle.....	3,952	722	23,356	28,030
Total.....	207,436	69,737	45,409	322,582

4. NATIONALITY OF SEAMEN.

The following table, compiled by shipping commissioners from articles of agreement, shows the nationality of men shipped and reshipped. During recent fiscal years commissioners have indicated the fact of naturalization on the articles:

Port.	American.		British.	German.	French.	Norwegian.	Swedish.	Danish.	Spanish.
	Native.	Naturalized.							
Baltimore.....	13,539	1,987	2,439	36	87	1,011	1,136	587	1,892
Bath.....	640	31	34	5	4	24	28	23	18
Boston.....	8,020	1,345	2,048	175	31	386	519	171	594
Galveston.....	2,159	340	378	3	32	155	192	91	300
New Bedford.....	283	80	74	6	3	15	22	5	13
Newport News.....	3,324	485	598	5	25	237	270	151	786
New Orleans.....	15,926	2,844	6,515	71	218	925	813	521	3,980
New York.....	39,084	13,835	17,162	400	412	3,852	3,389	2,455	18,655
Norfolk.....	5,897	874	1,309	16	61	442	478	242	1,179
Philadelphia.....	10,544	2,091	2,335	81	88	776	819	439	2,200
Portland, Me.....	1,906	314	293	27	7	61	100	51	153
Providence.....	2,261	356	433	83	7	259	296	98	297
Rockland.....	556	9	47	21	.....	58	54	13	13
San Francisco.....	8,832	2,766	1,090	110	34	616	624	278	840
Seattle.....	12,086	4,929	2,706	587	31	1,311	834	331	530
Total.....	125,067	32,356	38,061	1,626	1,040	10,138	9,574	5,456	31,350

Port.	Italian.	Portuguese.	Russian.	Chinese.	Japanese.	Filipino.	Austrian.	Other.	Grand total.
Baltimore.....	214	348	702	185	137	152	12	4,056	28,520
Bath.....	11	23	8	.....	.....	.....	5	9	858
Boston.....	111	1,046	395	140	11	9	30	218	16,349
Galveston.....	43	30	102	17	8	41	12	577	4,480
New Bedford.....	11	322	.....	.....	.....	.....	18	23	885
Newport News.....	120	207	277	160	27	28	7	902	7,609
New Orleans.....	1,150	292	732	177	52	88	74	6,488	40,926
New York.....	2,540	1,719	3,702	2,222	579	681	144	22,232	133,063
Norfolk.....	226	450	550	163	66	96	26	1,674	13,769
Philadelphia.....	220	683	953	202	194	322	236	2,595	24,778
Portland, Me.....	13	185	73	19	1	1	3	183	3,390
Providence.....	55	304	131	.....	.....	.....	18	380	4,978
Rockland.....	4	33	14	.....	.....	.....	42	30	894
San Francisco.....	57	72	619	206	12	928	35	2,515	19,734
Seattle.....	96	70	553	5	42	479	22	987	25,599
Total.....	4,871	5,784	8,811	3,496	1,129	2,825	684	43,564	325,832

5. FAILURES OF SEAMEN TO JOIN AMERICAN VESSELS.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men who failed to join American vessels in the United States after they had made contracts to serve thereon. There is virtually no penalty imposed on the seaman who violates his written contract by deserting or failing to join in the United States an American vessel on which he has contracted to work. Since 1898 the punishment provided by law is the forfeiture of all or any part of the wages or effects he leaves on board and of all or any part of the wages or emoluments which he has then earned. The greater number of failures to join are after articles are signed but before the voyage has been begun, when usually no wages have been earned subject to forfeiture:

Port.	Foreign.	Coasting.	Total.	Port.	Foreign.	Coasting.	Total.
Baltimore.....	102	96	198	Philadelphia.....	375	.....	375
Bath.....	3	4	7	Portland, Me.....	16	31	47
Boston.....	162	22	184	Providence.....	34	38	72
Galveston.....	13	.....	13	Rockland.....	.....	7	7
New Bedford.....	.....	3	3	San Francisco.....	163	3	166
Newport News.....	125	.....	125	Seattle.....	31	57	88
New Orleans.....	161	2	163	Total.....	2,157	316	2,473
New York.....	734	.....	734				
Norfolk.....	238	53	291				

6. MEN SHIPPED TO BE DISCHARGED IN FOREIGN PORTS.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men shipped on vessels of various types to be discharged in foreign ports:

Port.	Total.	Port.	Total.
Galveston.....	1	Philadelphia.....	6
New Bedford.....	50	San Francisco.....	287
Newport News.....	6	Seattle.....	22
New York.....	280		
Norfolk.....	6	Total.....	658

7. ALLOTMENTS OF WAGES.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of allotment notes issued for seamen on the types of vessels named in the foreign trade. Allotments are prohibited in trade to foreign ports in Canada, Newfoundland, Mexico, and the West Indies. They are prohibited in the coasting trade except between Atlantic and Pacific ports, or vice versa. Allotment notes to relatives are in favor of a seaman's grandparents, parents, wife, sister, or children:

Port.	Relatives.	Total.	Port.	Relatives.	Total.
Baltimore.....	1,256	1,256	Norfolk.....	855	855
Bath.....	5	5	Philadelphia.....	1,260	1,260
Boston.....	458	458	Portland, Me.....	91	91
Galveston.....	170	170	Providence.....	22	22
New Bedford.....	2	2	San Francisco.....	1,699	1,699
Newport News.....	463	463	Seattle.....	661	661
New Orleans.....	614	614			
New York.....	4,627	4,627	Total.....	12,183	12,183

8. SEAMEN SHIPPED AND DISCHARGED BY COLLECTORS.

In compliance with section 4503 of the Revised Statutes the collector or deputy collector of customs acts as shipping commissioner at any port in which no shipping commissioner has been appointed. The following table shows the number of seamen shipped and discharged by collectors of customs and deputy collectors of customs in charge, acting as shipping commissioners, during the fiscal year ended June 30, 1921:

Port.	Shipped.	Discharged.	Port.	Shipped.	Discharged.
Bar Harbor, Me.....	6	8	Sabine, Tex.....	86	75
Belfast, Me.....	51	38	Orange, Tex.....	28	90
Boothbay Harbor, Me.....	7	7	Beaumont, Tex.....	567	202
Jonesport, Me.....	4	1	San Antonio, Tex.....	174	71
Machias, Me.....	48	5	Baton Rouge, La.....	1,564	1,715
Portsmouth, N. H.....	4	1	Cameron, La.....	10	.....
South West Harbor, Me.....	4	1	San Diego, Calif.....	2,784	2,879
Gloucester, Mass.....	1,427	10	Eureka, Calif.....	175	33
Fall River, Mass.....	954	1,462	Port San Luis, Calif.....	151	30
Vineyard Haven, Mass.....	6	3	Portland, Oreg.....	2,791	2,116
New London, Conn.....	127	217	Marshfield, Oreg.....	11	.....
Newark, N. J.....	237	71	Astoria, Oreg.....	184	78
Perth Amboy, N. J.....	1,782	2,161	Aberdeen, Wash.....	271	198
Wilmington, Del.....	73	32	Anacortes, Wash.....	40	.....
Alexandria, Va.....	38	169	Bellingham, Wash.....	253	111
Wilmington, N. C.....	277	360	Blaine, Wash.....	.....	1
Charleston, S. C.....	280	673	Everett, Wash.....	.....	25
Georgetown, S. C.....	57	58	Port Angeles, Wash.....	125	73
Beaufort, S. C.....	.....	43	South Bend, Wash.....	32	12
Brunswick, Ga.....	308	304	Ketchikan, Alaska.....	1	4
Savannah, Ga.....	1,306	1,775	Nome, Alaska.....	25	13
Pensacola, Fla.....	1,549	1,010	San Juan, P. R.....	389	324
St. Andrews, Fla.....	154	41	Ponce, P. R.....	51	33
Fernandina, Fla.....	117	143	Mayaguez, P. R.....	75	36
Jacksonville, Fla.....	919	953	Aguadilla, P. R.....	.....	2
Miami, Fla.....	.....	6	Arecibo, P. R.....	2	2
Key West, Fla.....	29	142	Arroyo, P. R.....	3	.....
Tampa, Fla.....	330	492	Guanica, P. R.....	88	77
Apalachicola, Fla.....	10	.....	Honolulu, Hawaii.....	625	671
Mobile, Ala.....	4,968	8,975	Hilo, Hawaii.....	.....	2
Gulfport, Miss.....	505	93	Koloa, Hawaii.....	3	4
Pascagoula, Miss.....	171	220			
Port Arthur, Tex.....	627	364	Total.....	26,943	29,423

¹ Five months of past fiscal year. This port was in charge of a United States shipping commissioner for the remainder of the fiscal year.

9. NATIONALITY OF OFFICERS AND SEAMEN IN FOREIGN AND COASTING TRADE.

The following table differs somewhat from the preceding tables, as some commissioners have not included men reshipped, but this does not materially affect the statement:

Nationality of officers and seamen shipped by United States shipping commissioners on American merchant vessels during the year ended June 30, 1921.

Nationality.	Overseas trade.		Near-by foreign trade.		Coasting trade.		Total.	
	Officers.	Men.	Officers.	Men.	Officers.	Men.	Officers.	Men.
American (native).....	15,056	50,487	9,980	28,498	4,475	17,126	29,511	94,111
American (naturalized).....	6,097	10,947	4,556	4,634	1,815	4,002	12,468	19,583
British.....	510	19,237	333	12,878	33	4,561	876	36,676
Chinese.....		2,624		764		49		3,437
Japanese.....		898		144		60		1,102
Filipino.....	7	2,030		351		409	7	2,760
German.....	2	452	1	133		1,038	3	1,623
Norwegian.....	162	4,923	221	2,819	13	1,814	396	9,556
Swede.....	93	5,082	121	2,594	5	1,436	219	9,112
Dane.....	86	2,997	80	1,522	3	571	169	5,160
Russian.....	63	5,253	78	2,123	3	1,017	144	8,433
Austrian.....	4	324		149		206	4	679
French.....	6	614	4	319	1	72	11	1,005
Spanish.....	9	15,349	67	13,729		1,820	76	30,898
Italian.....	4	2,444	19	2,000		310	23	4,754
Portuguese.....	2	2,380		2,041	1	1,100	3	5,521
Central and South American.....	27	5,260	6	5,132		816	33	11,208
All other.....	133	18,972	180	10,385	13	1,961	326	31,318
Total.....	22,261	150,313	15,646	88,285	6,362	38,368	44,269	276,966

APPENDIX B.

WAGES OF SEAMEN.

The following statements show the average monthly wages paid to seamen generally on American vessels, compiled from the reports of the United States shipping commissioners:

First. The average monthly wages paid during the past fiscal year on American steam and sailing vessels to seamen shipped in various positions for voyages in various branches of the foreign and coasting trade, compiled from reports of the United States shipping commissioners of this Bureau.

Second. Average monthly wages paid to able seamen on American vessels (steam and sail), 1895-1921.

Third. Average monthly wages paid to first mates on American vessels, 1895-1921.

Fourth. Average monthly wages paid to firemen and first engineers on American steam vessels, 1895-1921.

Fifth. The wage scales and conditions of employment established by the United States Shipping Board are published herein.

TABLE 1.—AVERAGE MONTHLY WAGES PAID IN THE AMERICAN MERCHANT MARINE FOR FISCAL YEAR ENDED JUNE 30, 1921.

Destination, size, and port of departure of vessels.	Sail.					Steam.								
	Able seamen.	Boat-swains.	Carpenters.	First mates.	Second mates.	Able seamen.	Boat-swains.	Carpenters.	First mates.	Second mates.	Fire-men.	Trim-mers.	First engineers.	Second engineers.
<i>To Great Britain.</i>														
Under 500 tons:														
Baltimore.....	\$90.00	\$100.00		\$120.00	\$155.00	\$83.00	\$92.50	\$97.50	\$216.25	\$187.50	\$87.50	\$73.00	\$272.00	\$215.00
Newport News.....						83.00	83.00	98.00			88.00	73.00		
Norfolk.....						83.00	83.00	98.00			88.00	73.00		
Rockland.....	60.00			100.00	80.00									
From 500 to 1,500 tons:														
Baltimore.....	90.00	100.00		120.00	155.00	83.00	92.50	97.50	216.25	187.50	87.50	73.00	272.00	215.00
Boston.....	100.00			140.00		83.00	83.00	98.00			88.00	73.00		
Newport News.....	87.00	107.00		150.00	107.00	83.00	83.00	98.00			88.00	73.00		
Norfolk.....						83.00	83.00	98.00			88.00	73.00		
Philadelphia.....	100.00	110.00		162.00	140.00	85.00	95.00	100.00	216.25	187.50	90.00	75.00	305.00	216.25
Rockland.....	75.00			150.00	110.00						90.00	75.00	305.00	216.25
Over 1,500 tons:														
Baltimore.....	90.00	100.00		120.00	155.00	83.00	92.50	97.50	222.50	193.75	87.50	73.00	310.00	220.00
Boston.....						85.00	95.00	100.00	235.00	206.25	90.00	75.00	346.25	235.00
Galveston.....						85.00	95.00	100.00	228.75	200.00	90.00	75.00	298.75	200.00
Newport News.....						83.00	83.00	98.00	227.41	196.28	88.00	73.00	292.40	201.81
New Orleans.....						82.70	83.00	97.35	226.31	197.64	88.40	74.30	321.00	221.87
Norfolk.....						83.00	83.00	98.00	227.25	198.50	88.00	73.00	302.00	201.80
Philadelphia.....	100.00	125.00		175.00	150.00	85.00	95.00	100.00	228.75	200.00	90.00	75.00	322.50	228.75
Portland, Me.....						85.00	95.00	100.00	216.25	187.50	90.00	75.00	305.00	216.25
San Francisco.....	90.00	100.00	\$105.00	185.00	150.00	98.50	92.00	101.00	222.00	191.00	87.00	75.00	323.00	225.00
Seattle.....						90.00	95.00	105.00	228.75	200.00	90.00	90.00	332.50	228.75
<i>To Continent of Europe.</i>														
Under 500 tons:														
Baltimore.....	90.00	100.00		120.00	155.00	83.00	92.50	97.50	216.25	187.50	87.50	73.00	272.00	215.00
Newport News.....						83.00	83.00	98.00			88.00	73.00		
New York.....	85.00	95.00	100.00	150.00	125.00	85.00	95.00	100.00	228.75	200.00	90.00		305.00	216.25
Norfolk.....						83.00								
Rockland.....	60.00			100.00	80.00									
From 500 to 1,500 tons:														
Baltimore.....	90.00	100.00		120.00	155.00	83.00	92.50	97.50	216.25	187.50	87.50	73.00	310.00	220.00
Bath.....	85.00	90.00		125.00	115.00									
Newport News.....	87.00	107.00		150.00	107.00	83.00	83.00	98.00	228.75	200.00	88.00	73.00	305.00	216.25
New York.....	85.00	95.00	100.00	165.00	125.00	85.00	95.00	100.00			90.00			
Norfolk.....						83.00								
Philadelphia.....	100.00	110.00		162.00	140.00	85.00	95.00	100.00	216.25	187.50	90.00	75.00	305.00	216.25
Rockland.....	75.00			150.00	110.00									
San Francisco.....						90.00	95.00		216.25	187.50	90.00		305.00	216.25

TABLE 1.—AVERAGE MONTHLY WAGES PAID IN THE AMERICAN MERCHANT MARINE FOR FISCAL YEAR ENDED JUNE 30, 1921—Continued.

Destination, size, and port of departure of vessels.	Sail.				Steam.									
	Able seamen.	Boat-swallows.	Carpenters.	First mates.	Second mates.	Able seamen.	Boat-swallows.	Carpenters.	First mates.	Second mates.	Firemen.	Trimmers.	First engineers.	Second engineers.
To Continent of Europe—Continued.														
Over 1,500 tons:														
Baltimore.....	\$90.00	\$100.00		\$120.00	\$155.00	\$83.00	\$92.50	\$97.50	\$222.50	\$193.75	\$87.50	\$73.00	\$310.00	\$220.00
Bath.....	100.00	115.00		130.00	125.00	72.50	80.00	85.00	228.75	200.00	75.00		285.00	195.00
Galveston.....						85.00	95.00	100.00	228.75	200.00	90.00	75.00	228.75	200.00
Newport News.....						83.00	93.00	98.00	226.11	196.96	88.00	73.00	303.56	220.14
New Orleans.....						82.92	92.63	97.78	227.40	198.02	87.07	74.19	321.31	222.99
New York.....						85.00	95.00	100.00	228.75	200.00	90.00		305.00	216.25
Norfolk.....	85.00	95.00	\$100.00	165.00	125.00	85.00	95.00	98.00	226.00	196.00	88.00	73.00	303.00	220.74
Philadelphia.....						85.00	95.00	100.00	228.75	200.00	90.00	75.00	332.50	228.75
Portland, Me.....	100.00	125.00		175.00	150.00	85.00	95.00	100.00	216.25	187.50	90.00	75.00	305.00	216.25
Providence.....						85.00	95.00	100.00	228.75	200.00	90.00	75.00	324.58	223.13
San Francisco.....						87.08	92.50	101.00	223.13	195.00	87.50		324.58	223.13
Seattle.....						90.00	95.00	105.00	228.75	200.00	90.00	90.00	332.50	228.75
To South America.														
Under 500 tons:														
Baltimore.....	90.00	100.00		120.00	155.00	83.00	92.50	97.50	216.25	187.50	87.50	73.00	272.00	215.00
Newport News.....						83.00	93.00	98.00			88.00	73.00		
New Orleans.....	50.00	90.00		125.00										
Norfolk.....						83.00								
Rockland.....	60.00			100.00	80.00									
Baltimore.....	90.00	100.00		120.00	155.00	83.00	92.50	97.50	216.25	187.50	87.50	73.00	272.00	215.00
	75.00	150.00		150.00	120.00									
Boston.....	100.00			200.00	130.00									
Galveston.....	100.00	120.00		180.00		83.00	93.00	98.00			88.00	73.00		
Newport News.....	100.00	115.00		153.00	125.00						90.00		305.00	216.25
New Orleans.....	100.00					85.00	95.00	100.00	216.25	200.00	90.00			
New York.....	85.00	95.00	100.00	150.00	125.00	85.00	95.00	100.00	216.25	187.50	90.00	75.00	305.00	216.25
Norfolk.....						85.00	95.00	100.00	211.25	184.46	90.00		290.00	211.25
Philadelphia.....	75.00	90.00		175.00	150.00	85.00	95.00	100.00	216.25	187.50	90.00	75.00	305.00	216.25
Rockland.....	75.00			150.00	110.00	85.00	95.00	100.00	216.25	187.50	90.00			
San Francisco.....	90.00			175.00	150.00	90.00	95.00	100.00	211.25	184.46	90.00			
Seattle.....	90.00	100.00		150.00										
Over 1,500 tons:														
Baltimore.....	90.00	100.00		120.00	155.00	83.00	92.50	97.50	222.50	193.75	87.50	73.00	310.00	220.00
Bath.....	100.00	110.00		150.00	125.00	83.00	93.00	98.00	230.67	198.07	88.00	73.00	325.53	229.53
Newport News.....	100.00	125.00	120.00	222.00	194.00									

To West Indies and Central America.													
New Orleans.....	55.00	95.00	100.00	165.00	125.00	82.72	93.52	98.10	226.30	192.40	88.52	74.59	312.75
New York.....	100.00	125.00	100.00	175.00	150.00	83.00	93.00	100.00	228.75	200.00	88.00	73.00	305.00
Norfolk.....	100.00	100.00	100.00	100.00	100.00	83.00	93.00	98.00	228.75	196.00	88.00	73.00	305.00
Philadelphia.....	100.00	100.00	100.00	100.00	100.00	83.00	93.00	100.00	228.75	200.00	88.00	73.00	305.00
Portland, Me.....	100.00	100.00	100.00	100.00	100.00	83.00	93.00	100.00	228.75	200.00	88.00	73.00	305.00
San Francisco.....	100.00	100.00	100.00	100.00	100.00	83.00	93.00	100.00	228.75	200.00	88.00	73.00	305.00
Seattle.....	100.00	100.00	100.00	100.00	100.00	83.00	93.00	100.00	228.75	200.00	88.00	73.00	305.00
Under 500 tons:													
Baltimore.....	90.00	100.00	100.00	120.00	155.00	83.00	92.50	97.50	216.25	187.50	87.00	73.00	272.00
Galveston.....	100.00	100.00	100.00	100.00	100.00	83.00	93.00	98.00	214.76	188.02	88.00	73.00	299.04
Newport News.....	104.00	118.00	100.00	145.00	135.00	83.92	95.55	100.00	214.76	188.02	88.00	73.00	299.04
New Orleans.....	85.00	95.00	100.00	150.00	100.00	83.00	93.00	98.00	214.76	188.02	88.00	73.00	299.04
Norfolk.....	100.00	100.00	100.00	100.00	100.00	83.00	93.00	98.00	214.76	188.02	88.00	73.00	299.04
Philadelphia.....	100.00	100.00	100.00	100.00	100.00	83.00	93.00	98.00	214.76	188.02	88.00	73.00	299.04
Rockland.....	60.00	100.00	100.00	100.00	80.00	101.25	93.00	98.00	180.16	163.44	101.25	73.00	235.00
San Francisco.....	90.00	100.00	100.00	120.00	155.00	83.00	92.50	97.50	216.25	187.50	87.00	73.00	272.00
Baltimore.....	50.00	100.00	100.00	125.00	120.00	72.50	80.00	85.00	228.75	200.00	75.00	73.00	285.00
Bath.....	100.00	100.00	100.00	100.00	100.00	83.00	93.00	98.00	214.76	187.50	88.00	73.00	305.00
Boston.....	100.00	100.00	100.00	100.00	100.00	83.00	93.00	98.00	214.76	187.50	88.00	73.00	305.00
Newport News.....	84.00	122.00	100.00	149.00	122.00	89.69	97.10	100.00	216.25	187.50	90.00	75.00	305.00
New Orleans.....	95.83	116.25	100.00	172.50	165.00	85.00	95.00	100.00	216.25	187.50	90.00	75.00	305.00
New York.....	85.00	95.00	100.00	150.00	125.00	83.00	93.00	98.00	216.25	187.50	90.00	75.00	305.00
Norfolk.....	89.00	107.00	100.00	160.00	128.00	85.00	95.00	100.00	216.25	187.50	90.00	75.00	305.00
Philadelphia.....	85.00	100.00	100.00	150.00	110.00	83.00	93.00	98.00	216.25	187.50	90.00	75.00	305.00
Providence.....	75.00	100.00	100.00	150.00	110.00	83.00	93.00	98.00	216.25	187.50	90.00	75.00	305.00
Rockland.....	75.00	100.00	100.00	150.00	110.00	83.00	93.00	98.00	216.25	187.50	90.00	75.00	305.00
San Francisco.....	90.00	100.00	100.00	120.00	155.00	83.00	92.50	97.50	216.25	187.50	87.00	73.00	272.00
Baltimore.....	100.00	100.00	100.00	150.00	125.00	85.00	95.00	100.00	216.25	187.50	88.00	73.00	305.00
Bath.....	100.00	100.00	100.00	100.00	100.00	83.00	93.00	98.00	216.25	187.50	88.00	73.00	305.00
Galveston.....	100.00	100.00	100.00	100.00	100.00	83.00	93.00	98.00	216.25	187.50	88.00	73.00	305.00
Newport News.....	100.00	100.00	100.00	100.00	100.00	83.00	93.00	98.00	216.25	187.50	88.00	73.00	305.00
New Orleans.....	85.00	95.00	100.00	165.00	125.00	85.00	95.00	100.00	216.25	187.50	88.00	73.00	305.00
Norfolk.....	100.00	125.00	100.00	175.00	150.00	85.00	95.00	100.00	216.25	187.50	88.00	73.00	305.00
Philadelphia.....	60.00	100.00	100.00	150.00	125.00	85.00	95.00	100.00	216.25	187.50	88.00	73.00	305.00
Portland, Me.....	90.00	100.00	100.00	150.00	125.00	85.00	95.00	100.00	216.25	187.50	88.00	73.00	305.00
San Francisco.....	90.00	100.00	100.00	150.00	125.00	85.00	95.00	100.00	216.25	187.50	88.00	73.00	305.00
Seattle.....	90.00	100.00	100.00	150.00	125.00	85.00	95.00	100.00	216.25	187.50	88.00	73.00	305.00

1 On all vessels where watch and watch is maintained the able seamen received \$15 in addition to the above wages. Beginning about March there was a reduction in wages in all capacities from 15 to 40 per cent.

TABLE 1.—AVERAGE MONTHLY WAGES PAID IN THE AMERICAN MERCHANT MARINE FOR FISCAL YEAR ENDED JUNE 30, 1921—Continued.

Destination, size, and port of departure of vessels.	Sail.				Steam.									
	Able seamen.	Boat-swains.	Carpenters.	First mates.	Second mates.	Able seamen.	Boat-swains.	Carpenters.	First mates.	Second mates.	Firemen.	Trimmers.	First engineers.	Second engineers.
<i>Atlantic and Gulf coasting trade.</i>														
Under 500 tons:														
Baltimore.....	\$90.00	\$100.00	.....	\$120.00	\$155.00	\$83.00	\$92.50	\$97.50	\$216.25	\$187.50	\$87.50	\$73.00	\$272.00	\$215.00
Bath.....	50.00			(100.00 to 125.00)	80.00									
Boston.....	50.00			100.00	100.00	85.00			205.00	165.00	90.00		275.00	205.00
New Bedford.....	75.00			125.00	100.00									
New York.....	85.00	95.00		150.00		81.00								
Norfolk.....						81.00								
Philadelphia.....	100.00	110.00		125.00	80.00	85.00			205.00	165.00	100.00		275.00	205.00
Rockland.....	60.00			100.00										
From 500 to 1,500 tons:														
Baltimore.....	90.00	100.00		120.00	155.00	83.00	92.50	97.50	216.25	187.50	87.50	73.00	272.00	215.00
Bath.....	60.00			(90.00 to 150.00)	80.00	72.50	80.00	85.00	228.75	200.00	75.00		285.00	195.00
Boston.....	50.00													
Newport News.....	61.00	73.00		125.00	73.00	100.00	125.00		150.00				125.00	
New Orleans.....	45.00	65.00				85.00	95.00	100.00	216.25	187.50	90.00		305.00	216.25
New York.....	85.00	95.00	\$100.00	150.00	125.00	85.00	95.00	100.00	216.25	187.50	90.00	75.00	305.00	216.25
Norfolk.....														
Philadelphia.....	85.00	110.00		140.00										
Providence.....	85.00			150.00										
Rockland.....	75.00			150.00	110.00	85.00			222.50	193.75	90.00		318.50	222.50
Over 1,500 tons:														
Baltimore.....	90.00	100.00		120.00	150.00	83.00	92.50	97.50	222.50	193.75	87.50	73.00	310.00	220.00
Bath.....	65.00			135.00	105.00									
New Bedford.....						85.00			222.00	193.00	90.00		318.00	222.00
Newport News.....						83.00	93.00	98.00	222.64	193.75	88.00	73.00	312.91	218.56
New Orleans.....						89.28	95.00	100.00	222.35	193.97	90.00	75.00	317.35	221.77
New York.....						85.00	95.00	100.00	222.50	193.75	90.00		332.50	228.75
Norfolk.....						83.00	93.00	98.00	222.60	193.70	88.00	73.00	312.09	218.00
Philadelphia.....						85.00	95.00	100.00	228.75	200.00	90.00	75.00	332.50	228.75
Portland, Me.....	75.00			150.00	90.00	85.00	95.00	100.00	216.25	187.50	90.00	75.00	305.00	216.25
Providence.....						85.00	95.00	100.00	228.00	200.00	90.00	75.00	332.50	228.75
Seattle.....						90.00	95.00	105.00	228.75	200.00	90.00	90.00	332.50	228.75

To Asia and Australia.

Under 500 tons:													
Baltimore.....	90.00	100.00	120.00	155.00	83.00	92.50	97.50	216.25	187.50	87.50	73.00	272.00	215.00
Norfolk.....	90.00	125.00	162.00	123.75	83.00	83.00	.....	175.00	160.00	.....	.....	225.00	175.00
From 500 to 1,500 tons:													
Baltimore.....	90.00	100.00	120.00	155.00	83.00	92.50	97.50	216.25	187.50	87.50	73.00	272.00	215.00
Norfolk.....	90.00	106.25	173.50	140.00	83.00	95.00	100.00	216.25	187.50	90.00	75.00	305.00	216.25
San Francisco.....	90.00	100.00	150.00	150.00	90.00	95.00	105.00	228.75	200.00	90.00	.....	332.50	228.75
Seattle.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,500 tons:													
Baltimore.....	90.00	100.00	120.00	155.00	83.00	92.50	97.50	222.50	193.75	87.50	73.00	310.00	220.00
Newport News.....	.....	.....	.....	.....	83.00	93.00	98.00	228.75	200.00	88.00	73.00	332.50	228.75
New Orleans.....	.....	.....	.....	.....	77.50	87.50	91.00	226.25	197.50	81.00	75.00	311.25	211.87
Norfolk.....	.....	.....	.....	.....	83.00	93.00	98.00	228.07	200.00	88.00	73.00	332.05	228.75
Philadelphia.....	.....	.....	.....	.....	85.00	95.00	100.00	228.75	200.00	90.00	75.00	332.50	228.75
San Francisco.....	90.00	100.00	115.00	140.00	87.61	92.88	102.92	226.65	198.11	88.07	90.00	331.08	227.07
Seattle.....	90.00	100.00	150.00	.....	90.00	95.00	105.00	228.75	200.00	90.00	90.00	332.50	228.75
Pacific coasting trade.													
Under 500 tons:													
Baltimore.....	90.00	100.00	120.00	155.00	83.00	92.50	97.50	216.25	187.50	87.50	73.00	272.00	215.00
Norfolk.....	90.00	.....	160.00	.....	83.00	83.00	.....	207.08	181.39	90.00	.....	290.00	207.08
San Francisco.....	90.00	100.00	120.00	155.00	83.00	93.50	97.50	216.25	187.50	87.50	73.00	272.00	215.00
Baltimore.....	90.00	.....	175.00	.....	83.00	83.00	.....	207.08	181.39	90.00	.....	290.00	207.08
Norfolk.....	90.00	.....	150.00	.....	90.00	95.00	105.00	207.08	181.39	90.00	.....	.....	.....
San Francisco.....	90.00	100.00	120.00	155.00	83.00	92.50	97.50	222.50	193.75	87.50	73.00	310.00	220.00
Seattle.....	90.00	.....	.....	.....	83.00	93.00	98.00	213.49	185.58	87.25	73.00	306.33	213.31
Baltimore.....	90.00	100.00	150.00	140.00	87.08	93.64	100.56	228.75	200.00	90.00	90.00	332.50	228.75
Norfolk.....	.....	.....	.....	.....	90.00	95.00	105.00	.....	.....	.....	.....	.....	.....
San Francisco.....	90.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seattle.....	90.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,500 tons:													
Baltimore.....	90.00	100.00	120.00	155.00	83.00	92.50	97.50	222.50	193.75	87.50	73.00	310.00	220.00
Norfolk.....	.....	.....	.....	.....	83.00	93.00	98.00	213.49	185.58	87.25	73.00	306.33	213.31
San Francisco.....	90.00	100.00	150.00	140.00	87.08	93.64	100.56	228.75	200.00	90.00	90.00	332.50	228.75
Seattle.....	90.00	.....	.....	.....	90.00	95.00	105.00	.....	.....	.....	.....	.....	.....
To Africa.													
Under 500 tons:													
Baltimore.....	90.00	100.00	120.00	155.00	83.00	92.50	97.50	216.25	187.50	87.50	73.00	272.00	215.00
New Bedford.....	40.00	.....	100.00	75.00	83.00	.....	.....	.....	.....	.....	.....	.....	.....
Norfolk.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
From 500 to 1,500 tons:													
Baltimore.....	90.00	100.00	120.00	155.00	83.00	92.50	97.50	216.25	187.50	87.50	73.00	272.00	215.00
New Orleans.....	100.00	125.00	175.00	150.00	85.00	95.00	100.00	228.75	200.00	90.00	75.00	332.50	228.75
New York.....	85.00	95.00	100.00	125.00	85.00	95.00	100.00	216.25	187.50	90.00	75.00	305.00	216.25
Norfolk.....	.....	.....	.....	.....	83.00	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia.....	.....	.....	.....	.....	85.00	95.00	100.00	216.25	187.50	90.00	75.00	305.00	216.25

TABLE 1.—AVERAGE MONTHLY WAGES PAID IN THE AMERICAN MERCHANT MARINE FOR FISCAL YEAR ENDED JUNE 30, 1921—Continued.

Destination, size, and port of departure of vessels.	Sail.				Steam.									
	Able seamen.	Boat-swains.	Carpenters.	First mates.	Second mates.	Able seamen.	Boat-swains.	Carpenters.	First mates.	Second mates.	Firemen.	Trimmers.	First engineers.	Second engineers.
<i>To Africa—Continued.</i>														
Over 1,500 tons:														
Baltimore.....	\$90.00	\$100.00		\$120.00	\$155.00	\$83.00	\$92.50	\$97.50	\$222.50	\$193.75	\$87.50	\$73.00	\$310.00	\$220.00
Newport News.....						83.00	93.00	98.00	226.67	196.88	88.00	73.00	301.88	219.00
New Orleans.....						85.00	95.00	100.00	228.75	200.00	90.00	75.00	332.50	211.25
New York.....	85.00	95.00	\$100.00	165.00	125.00	85.00	95.00	100.00	222.50	193.75	90.00	75.00	332.50	228.75
Norfolk.....						83.00	93.00	98.00	226.06	196.08	88.00	73.00	301.00	219.00
Philadelphia.....						85.00	95.00	100.00	228.75	200.00	90.00	75.00	332.50	228.75
<i>Atlantic to Pacific ports, and vice versa.</i>														
Under 500 tons:														
Baltimore.....	90.00	100.00		120.00	155.00	83.00	92.50	97.50	216.25	187.50	87.50	73.00	272.00	215.00
Norfolk.....						83.00								
From 500 to 1,500 tons:														
Baltimore.....	90.00	100.00		120.00	155.00	83.00	92.50	97.50	216.25	187.50	87.50	73.00	272.00	215.00
Boston.....	50.00			100.00	75.00								305.00	216.25
Norfolk.....						83.00								
Philadelphia.....						85.00								
San Francisco.....						90.00	95.00	100.00	216.25	187.50	90.00	75.00	305.00	216.25
Over 1,500 tons:														
Baltimore.....	90.00	100.00		120.00	155.00	83.00	92.50	97.50	222.50	193.75	87.50	73.00	310.00	220.00
Boston.....						85.00	95.00	110.00	228.75	200.00	90.00	75.00	332.50	228.75
Newport News.....						83.00	93.00	98.00	232.91	204.17	88.00	73.00	342.00	232.91
New Orleans.....						85.00	95.00	100.00	216.25	187.50	90.00	75.00	305.00	216.25
Norfolk.....						83.00	93.00	98.00	232.90	204.10	88.00	73.00	342.00	232.90
Philadelphia.....						85.00	95.00	100.00	228.75	200.00	90.00	75.00	332.50	228.75
Portland, Me.....	70.00	90.00	90.00	175.00	120.00	85.00	95.00	100.00	228.75	200.00	90.00	75.00	332.50	228.75
San Francisco.....						86.98	92.50	102.00	218.48	190.64	87.27	73.00	312.73	217.75
Seattle.....						90.00	95.00	105.00	228.75	200.00	90.00	90.00	332.50	228.75

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN VESSELS, 1895-1921.

Destination, size, and port of departure of vessel.	Sail.						Steam.							
	1895	1900	1910	1915	1919	1920	1921	1895	1900	1910	1915	1919	1920	1921
<i>To Great Britain.</i>														
Under 500 tons:														
Baltimore.					\$93.75		\$90.00					\$93.75		\$83.00
Boston.														83.00
Newport News.					75.00									83.00
Norfolk.														
Philadelphia.	\$20.00	\$20.00												
Portland, Me.														
Rockland.		25.00	\$25.00	\$30.00	75.00	\$75.00	60.00						\$85.00	
From 500 to 1,500 tons:														
Baltimore.				25.00	93.75		90.00					93.75		83.00
Boston.					75.00		100.00					75.00		83.00
Newport News.				25.00		85.00							85.00	
New Orleans.	18.00	20.00			75.00						\$35.00		85.00	
Norfolk.					75.00	96.61	100.00							
Philadelphia.					75.00									
Portland, Me.					75.00	90.00	75.00							
Rockland.		30.00	30.00	30.00										
San Francisco.	15.00	20.00												
Over 1,500 tons:														
Baltimore.					93.75	85.00	90.00					93.75	85.00	83.00
Boston.													85.00	
Galveston.												75.00	85.00	85.00
Newport News.													85.00	
New Orleans.												75.00	85.00	83.00
Norfolk.	18.00				75.00	85.00		\$22.50	\$25.00	\$25.00	27.50	93.75	85.00	82.70
Philadelphia.					75.00	100.00						75.00	85.00	83.00
Portland, Me.					75.00	100.00	100.00	20.00	30.00	30.00	30.00	75.00	85.00	85.00
Rockland.					75.00							75.00	85.00	
San Francisco.	16.35			25.00	75.00	90.00	90.00				25.00		90.00	86.50
Seattle.	15.00	20.00		25.00		90.00					30.00	75.00	90.00	
<i>To Continent of Europe.</i>														
Under 500 tons:														
Baltimore.					93.75		90.00					93.75		83.00
New Orleans.					75.00	100.00								
New York.	18.50	20.00												
Norfolk.					75.00									83.00
Philadelphia.														85.00
Rockland.	21.35	20.00			75.00	75.00	60.00							

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN VESSELS, 1895-1921—Continued.

Destination, size, and port of departure of vessel.	Sail.						Steam.							
	1895	1900	1910	1915	1919	1920	1921	1895	1900	1910	1915	1919	1920	1921
<i>To Continent of Europe—Continued.</i>														
From 500 to 1,500 tons:														
Baltimore.....					\$93.75	\$85.00	\$90.00				\$30.00	\$93.75		\$83.00
Bath.....				\$25.00		\$55.00	85.00							
Boston.....						100.00	87.00							
Galveston.....						100.00								
Newport News.....						100.00								
New Orleans.....						85.00	85.00							
New York.....				30.00	75.00									
Norfolk.....				30.00	75.00									
Philadelphia.....				25.00	75.00									
Rockland.....						90.00	100.00							
San Francisco.....						90.00	60.00							
Over 1,500 tons:														
Baltimore.....		20.00												
Bath.....														
Boston.....														
Galveston.....														
Newport News.....														
New Orleans.....														
New York.....														
Norfolk.....														
Philadelphia.....														
Portland, Me.....														
Providence.....														
Rockland.....														
San Francisco.....														
Seattle.....														
<i>To South America.</i>														
Under 500 tons:														
Baltimore.....		22.50												
Boston.....		20.00												
Mobile.....		14.80												
New Bedford.....		18.00												
Newport News.....														
New Orleans.....														
New York.....														
Norfolk.....														
Philadelphia.....														

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TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN VESSELS, 1895-1921—Continued.

Destination, size, and port of departure of vessel.	Sail.										Steam.				
	1895	1900	1910	1915	1919	1920	1921	1895	1900	1910	1915	1919	1920	1921	
<i>To West Indies, Mexico, and Central America—Continued.</i>															
Under 500 tons—Continued.															
Norfolk.....	\$17.33	\$21.75							\$25.00		\$30.00			\$83.00	
Pasadena.....	18.00	24.08	\$24.87	\$25.00	\$75.00				30.00						
Philadelphia.....	19.62	23.95	24.16	27.50	75.00	\$88.00	\$100.00		30.00	\$25.00					
Portland, Me.....	18.76	25.00													
Providence.....	18.00														
Rochester.....	20.00	25.00	25.00	30.00	75.00	75.00	60.00								
San Francisco.....	18.89	30.95	40.00								30.00	\$75.00	\$90.00	101.25	
Seattle.....		30.00													
From 500 to 1,500 tons:															
Baltimore.....	16.00	25.00	25.00		75.00		90.00	\$16.00				75.00		83.00	
Bath.....														72.50	
Boston.....	20.00	25.00	25.00	25.00	75.00		50.00	30.00	25.00						
New Bedford.....							100.00								
Newport News.....	25.00				75.00	100.00	84.00					75.00		83.00	
New Orleans.....	17.77	25.00	25.00	30.00	75.00	85.00	85.83	35.00	30.00	30.00		75.00	85.00	86.80	
New York.....	17.00	25.00	25.00	30.00	75.00	85.00	85.00		22.50	30.00	30.00	75.00	85.00	83.00	
Norfolk.....	18.00	25.00	25.00	25.00	75.00									83.00	
Pasadena.....	17.88	24.95	23.31	27.21	75.00	96.61	89.00	25.00			33.33	75.00	85.00	85.00	
Philadelphia.....	16.56	25.00	25.00												
Portland, Me.....	25.00														
Providence.....		30.00		30.00	75.00		85.00								
Rochester.....	19.67	35.00	30.00	40.00	90.00	90.00	75.00			45.79	49.75	75.00	88.50	88.41	
San Francisco.....	22.50	30.00	40.00	40.00						45.00	50.00			90.00	
Seattle.....															
Over 1,500 tons:															
Baltimore.....		25.00		25.00	75.00	85.00	90.00				30.00	75.00	85.00	83.00	
Bath.....						100.00	100.00								
Boston.....		25.00	30.00	25.00	75.00	100.00			25.00	25.00	30.00	75.00	85.00		
Galveston.....															
Newport News.....															
New York.....															
Norfolk.....															
Philadelphia.....															
Portland, Me.....		30.00	25.00	25.00	75.00	100.00	90.00			25.14	32.55	75.00	85.00	85.00	

Providence.....	20.00	30.00	50.00	75.00	90.00	90.00	33.54	31.49	75.00	85.00	83.00
Roseland.....									75.00	90.00	84.50
San Francisco.....								35.00	75.00	90.00	90.00
Seattle.....											
<i>Atlantic and Gulf coasting trade.</i>											
Under 500 tons:											
Baltimore.....	18.00	25.00	25.00	75.00	90.00	90.00	25.00	30.00	75.00	85.00	83.00
Bath.....		25.00	25.00	60.00 to 65.00	65.00 to 85.00	50.00 to 65.00	25.00		60.00 to 65.00		
Boston.....	20.00	25.00	25.00	25.00 to 30.00	75.00	50.00	25.00				
Gloucester.....		30.00	30.00	30.00	90.00	75.00		35.00	75.00	85.00	85.00
New Bedford.....	20.00	25.00	25.00	25.00	90.00	75.00	27.00		75.00	85.00	85.00
New Orleans.....		25.00	25.00	25.00	85.00	85.00	30.00	30.00	75.00	85.00	85.00
New York.....	17.59	25.00	25.00	25.00	85.00	85.00					
Norfolk.....	18.00	25.00	25.00	25.00	75.00	75.00	28.75		75.00		
Pascagoula.....	15.25	18.37	25.00	25.00							
Philadelphia.....	20.90	28.41	25.28	25.00	88.00	100.00	25.00	30.83			
Portland, Me.....	20.97	25.00	25.00	25.00	100.00		25.00	30.00			
Providence.....	20.00	25.00	25.00	30.00	75.00	75.00	30.00	30.00	75.00	85.00	85.00
Roseland.....	20.00	25.00	25.00	30.00	65.00	60.00	25.00				
From 500 to 1,500 tons:											
Baltimore.....	18.00	25.00	25.00	75.00	100.00	90.00	25.00	30.00	75.00	85.00	83.00
Bath.....	22.00	30.00	30.00	25.00 to 30.00	50.00 to 100.00	50.00 to 100.00	25.00			85.00	72.50
Boston.....	20.00	30.00	30.00	25.00 to 30.00	75.00	100.00	25.00				
New Bedford.....	23.00	25.00	25.00	30.00	75.00	51.00	30.00		75.00		
Newport News.....	25.00	25.00	20.00	25.00	100.00	45.00	30.00	30.00	75.00	81.75	100.00
New Orleans.....	17.59	25.00	27.50	30.00	85.00	85.00	25.00	30.00	75.00	85.00	85.00
Norfolk.....	20.00	29.00	30.00	30.00	75.00		25.00	30.00	75.00	85.00	83.00
Pascagoula.....	18.00	25.00	25.00	30.00							
Philadelphia.....	20.00	27.37	25.60	28.52	75.00	96.61	30.00	30.00	75.00	85.00	85.00
Portland, Me.....	22.29	30.00	28.00	30.00	75.00	100.00	25.00	30.00	75.00	85.00	85.00
Providence.....	25.00	30.00	30.00	30.00	85.00	85.00	25.00	30.00	75.00	90.00	85.00
Roseland.....	20.00	30.00	30.00	30.00	75.00	90.00	25.00				
Seattle.....											
Over 1,500 tons:											
Baltimore.....		25.00	30.00	75.00	85.00	90.00	25.00	30.00	75.00	85.00	83.00
Bath.....		30.00	30.00	25.00 to 30.00	100.00	65.00	25.00	35.00	75.00	85.00	
Boston.....		30.00	30.00	75.00	100.00		25.00	30.00	75.00	85.00	
Galveston.....											
New Bedford.....											
Newport News.....		30.00									
New Orleans.....											
New York.....		25.00	20.00	30.00	85.00	85.00	30.00	30.00	75.00	85.00	85.00

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN VESSELS, 1895-1921.—Continued.

Destination, size, and port of departure of vessel.	Sail.						Steam.							
	1895	1900	1910	1915	1919	1920	1921	1895	1900	1910	1915	1919	1920	1921
<i>Atlantic and Gulf coasting trade—Continued.</i>														
Over 1,500 tons—Continued.														
Norfolk.....		\$30.00	\$30.00	\$30.00	\$75.00	\$100.00				\$27.50		\$75.00	\$85.00	\$83.00
Pasadena.....														
Philadelphia.....	\$21.65	29.20	29.86	32.20	75.00	100.00	\$75.00	\$22.00		26.00	\$31.04	75.00	85.00	85.00
Portland, Me.....	22.60	30.00	30.00	30.00	75.00	100.00	90.00			27.50	30.00	75.00	85.00	85.00
Providence.....			30.00	30.00		85.00				30.00	30.00	75.00	85.00	90.00
Seattle.....												75.00		
<i>To Asia and Australia.</i>														
Under 500 tons:														
Baltimore.....					75.00		90.00					75.00		83.00
Norfolk.....					75.00									83.00
San Francisco.....		24.00	30.00		75.00	90.00	90.00		\$45.00			57.50		90.00
From 500 to 1,500 tons:														
Baltimore.....					75.00		90.00					75.00	85.00	83.00
New York.....	15.21	18.00			75.00							75.00		83.00
Norfolk.....													85.00	83.00
Philadelphia.....	18.32	21.28	33.12	28.75	75.27	90.00	90.00						85.00	85.00
San Francisco.....	17.50	20.00	26.74	25.00	90.00	90.00	90.00		35.00		20.00	75.00	90.00	90.00
Seattle.....														
Over 1,500 tons:														
Baltimore.....		18.00			75.00	85.00	90.00					75.00	85.00	83.00
Galveston.....													85.00	
Newport News.....														
New Orleans.....						85.00							85.00	83.00
New York.....	16.00	18.00	18.00		75.00	100.00						75.00	85.00	85.00
Norfolk.....	16.25	18.00		20.00								75.00	85.00	
Philadelphia.....														
Portland, Me.....	19.00	22.00		27.50	75.00	88.75	90.00	28.75	32.03		38.43	75.00	88.33	87.61
San Francisco.....		20.00				90.00	90.00				36.00	75.00	90.00	90.00
Seattle.....														
<i>Pacific coasting trade.</i>														
Under 500 tons:														
Baltimore.....							90.00							83.00
Norfolk.....														83.00
San Francisco.....	23.88	39.67	42.60	45.00	75.00		90.00	30.00	45.00	50.00	50.00	75.00	90.00	
Seattle.....	30.00	40.00	42.50						40.00	55.96				
From 500 to 1,500 tons:														
Baltimore.....							90.00							83.00
Norfolk.....														83.00

San Francisco.....	25.48	38.40	41.55	44.28	75.00	90.00	35.00	45.00	50.00	50.00	75.00	88.12	90.00
Seattle.....	30.50	40.00	43.25	45.00	90.00	90.00		40.00	50.00	50.00		90.00	
Over 1,500 tons:						90.00					75.00		83.00
Baltimore.....						100.00						85.00	83.00
Newport News.....						90.00						88.75	87.08
Norfolk.....						90.00						90.00	90.00
San Francisco.....	25.00	35.87	45.00	50.00	75.00	90.00	35.00	44.00	45.00	47.53	75.00	85.00	
Seattle.....		40.00	50.00					40.00	50.00	50.00	75.00	90.00	
<i>To Africa.</i>													
Under 500 tons:													83.00
Baltimore.....					83.75						93.75		
Boston.....	18.00	20.00				90.00							
New Bedford.....	15.00	20.00	15.00	22.00	75.00	90.00		15.00					
New York.....		20.00		25.00	75.00	85.00							83.00
Norfolk.....				25.00	75.00								
Philadelphia.....													
From 500 to 1,500 tons:													
Baltimore.....	18.00	20.00	20.00	20.00	83.75	90.00					93.75		83.00
Boston.....					75.00	100.00							
Galveston.....				25.00		100.00		15.00					
New Bedford.....			15.00	25.00		100.00							
Newport News.....													83.00
New Orleans.....				25.00	75.00	85.00	100.00				75.00	85.00	83.00
New York.....	15.51	20.00	20.00	30.00	75.00	85.00	85.00				75.00	85.00	83.00
Norfolk.....					75.00							85.00	85.00
Philadelphia.....					90.00	90.00							
San Francisco.....													
Seattle.....					83.75	85.00	90.00				93.75	85.00	83.00
Over 1,500 tons:											75.00	85.00	83.00
Baltimore.....												85.00	85.00
Newport News.....												85.00	85.00
New Orleans.....		20.00			75.00	85.00	85.00				75.00	85.00	85.00
New York.....					85.00	100.00				31.00	75.00	85.00	83.00
Norfolk.....					100.00					30.00	75.00	85.00	85.00
Philadelphia.....					100.00								
Portland, Me.....		20.00	20.00		90.00	90.00						90.00	
San Francisco.....		20.00	25.00										
Seattle.....													
<i>Atlantic to Pacific ports, and vice versa.</i>													
Under 500 tons:													83.00
Baltimore.....					75.00						75.00		83.00
Norfolk.....					75.00					30.00			
Seattle.....													
From 500 to 1,500 tons:													83.00
Baltimore.....													
Boston.....	16.00	18.00			75.00	90.00					75.00		
New Orleans.....						50.00						90.00	
New York.....											75.00	90.00	
Norfolk.....	16.00	18.00	18.00				27.50				75.00	85.00	83.00

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN VESSELS, 1895-1921—Continued.

Destination, size, and port of departure of vessel.	Sail.						Steam.							
	1895	1900	1910	1915	1919	1920	1921	1895	1900	1910	1915	1919	1920	1921
<i>Atlantic to Pacific ports, and vice versa—Continued.</i>														
From 500 to 1,500 tons—Continued.														
Philadelphia.....	\$15.40				\$75.00						\$46.66	\$75.00	\$85.00	\$85.00
San Francisco.....	15.00	\$20.00	\$25.00			\$90.00					45.00		90.00	90.00
Seattle.....														
Over 1,500 tons:														
Baltimore.....		18.00		\$25.00	75.00	85.00	\$90.00				30.00	75.00	85.00	83.00
Boston.....							85.00				30.00	75.00	85.00	
											to			
											35.00		85.00	
Galveston.....													85.00	
Newport News.....													85.00	
New Orleans.....													85.00	
New York.....	16.00	18.00	18.00							\$25.00	30.00	75.00	85.00	85.00
Norfolk.....													85.00	
Philadelphia.....	16.00	18.00	18.00	20.00	75.00	100.00			\$25.00		36.35	75.00	85.00	70.00
Portland, Me.....												75.00	85.00	85.00
San Francisco.....	16.24	20.83	20.00	50.00						20.10	32.38	75.00	88.05	86.98
Seattle.....		20.00	25.00			90.00				25.00	42.50	75.00	90.00	90.00

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN VESSELS, 1895-1921.

Destination, size, and port of departure of vessels.	Sail.							Steam.						
	1895	1900	1910	1915	1919	1920	1921	1895	1900	1910	1915	1919	1920	1921
<i>To Great Britain.</i>														
Under 500 tons:														
Baltimore.....					\$125.00		\$120.00					\$196.00		\$216.25
Norfolk.....					150.00									
Philadelphia.....	\$40.00	\$40.00												
Rockland.....	40.00	40.00	\$35.00	\$35.00	100.00	\$100.00	100.00						\$185.00	

From 500 to 1,500 tons:											
Baltimore.....	40.00	45.00	.....	125.00	.....	120.00	.....	.....	.....	195.00	.....
Boston.....	.....	.....	.....	50.00	.....	160.00	.....	.....	.....	181.25	.....
Newport News.....	.....	.....	.....	.....	.....	150.00	.....	.....	.....	.....	216.25
New Orleans.....	37.50	45.00	.....	45.00	150.00	.....	.....	.....	.....	181.25	216.25
Norfolk.....	.....	.....	.....	125.00	.....	.....	.....	.....	.....	.....	.....
Philadelphia.....	.....	.....	.....	140.00	.....	155.00	.....	.....	.....	.....	216.25
Rockland.....	.....	45.00	.....	125.00	.....	150.00	.....	.....	.....	.....	.....
San Francisco.....	50.00	57.50	.....	155.00	.....	.....	.....	.....	.....	.....	216.25
Seattle.....	.....	55.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,500 tons:											
Baltimore.....	.....	.....	.....	125.00	228.75	120.00	.....	.....	.....	195.00	228.75
Bath.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	228.75
Boston.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	181.25	216.25
Galveston.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	206.25	235.00
Newport News.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	235.00
New Orleans.....	45.00	.....	.....	.....	.....	.....	.....	.....	.....	190.15	228.75
New York.....	.....	.....	.....	150.00	165.00	.....	.....	.....	.....	211.16	228.75
Norfolk.....	.....	.....	.....	150.00	200.00	.....	.....	.....	.....	187.50	228.75
Philadelphia.....	.....	.....	.....	150.00	175.50	175.00	.....	.....	.....	90.00	228.75
Portland, Me.....	.....	.....	.....	150.00	175.00	.....	.....	.....	.....	185.75	228.75
Rockland.....	.....	.....	.....	150.00	175.00	.....	.....	.....	.....	155.00	228.75
San Francisco.....	50.83	.....	.....	162.50	185.00	.....	.....	.....	.....	187.50	216.25
Seattle.....	50.00	57.50	.....	67.50	.....	.....	.....	.....	.....	.....	228.75
Under 500 tons:											
Baltimore.....	.....	.....	.....	125.00	.....	120.00	.....	.....	.....	195.00	216.25
New Orleans.....	.....	40.00	.....	110.00	160.00	.....	.....	.....	.....	.....	.....
New York.....	40.00	40.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Norfolk.....	.....	.....	.....	150.00	.....	.....	.....	.....	.....	.....	.....
Philadelphia.....	40.00	40.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rockland.....	.....	.....	.....	100.00	100.00	100.00	.....	.....	.....	.....	.....
From 500 to 1,500 tons:											
Baltimore.....	.....	.....	.....	125.00	.....	120.00	.....	.....	.....	80.00	216.25
Bath.....	.....	.....	.....	125.00	125.00	.....	.....	.....	.....	.....	.....
Boston.....	.....	50.00	.....	50.00	.....	.....	.....	.....	.....	.....	.....
Galveston.....	.....	.....	.....	162.50	.....	.....	.....	.....	.....	181.25	.....
Newport News.....	.....	.....	.....	175.00	.....	150.00	.....	.....	.....	.....	214.75
New Orleans.....	.....	.....	.....	120.00	.....	.....	.....	.....	.....	.....	216.25
New York.....	40.00	50.00	.....	125.00	150.00	150.00	.....	.....	.....	115.00	216.25
Norfolk.....	.....	.....	.....	50.00	150.00	.....	.....	.....	.....	.....	.....
Philadelphia.....	42.50	35.00	.....	50.00	135.00	162.00	.....	.....	.....	.....	216.25
Rockland.....	.....	.....	.....	125.00	150.00	150.00	.....	.....	.....	.....	216.25
San Francisco.....	.....	55.00	.....	.....	167.50	.....	.....	.....	.....	.....	216.25

To Continent of Europe.

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN VESSELS, 1895-1921—Continued.

Destination, size, and port of departure of vessel.	Sail.						Steam.							
	1895	1900	1910	1915	1919	1920	1921	1895	1900	1910	1915	1919	1920	1921
<i>To West India, Mexico, and Central America—Continued.</i>														
From 500 to 1 500 tons:														
Baltimore.....	\$42.00	\$45.00	\$50.00 to 45.00	\$45.00 to 50.00	\$100.00 to 125.00		\$120.00 to 125.00	\$55.00				\$178.00		\$216.25
Boston.....							175.00	75.00	\$70.00					
New Bedford.....						\$160.00	149.00							
Newport News.....	40.00					120.00	172.50	75.00	75.00	\$85.00				214.76
New Orleans.....	41.82	50.00	45.00	55.00	100.00	150.00	150.00		69.00	90.00	\$90.00	181.25	216.25	216.25
New York.....	40.00	45.00	40.00	40.00	150.00									
Norfolk.....	37.50	40.00	40.00	40.00										
Panama.....	40.15	42.33	48.00	48.75	125.00	155.00	160.00	57.50			83.33	150.00	216.25	216.25
Philadelphia.....	40.04	46.70	48.00	50.00										
Portland, Me.....	40.00		48.00	45.00	125.00	150.00	150.00							
Providence.....				50.00	125.00	150.00	150.00							
Rochester.....	46.94	53.33	70.00	70.00	135.00					100.00	100.00	153.00	209.37	210.68
San Francisco.....	50.00	55.00	65.00	70.00						100.00	100.00	175.00		
Seattle.....														
Over 1,500 tons:														
Baltimore.....		45.00	50.00 to 60.00	60.00 to 80.00	125.00 to 150.00	150.00 to 150.00	120.00 to 150.00				100.00	181.25 to 206.25	228.75	222.50
Boston.....		45.00	60.00	60.00	150.00	150.00			70.00	90.00	100.00	235.00		228.75
Galveston.....						135.00	221.36					181.25	223.00	216.25
Newport News.....						150.00	200.00					185.52	218.30	220.08
New Orleans.....						165.00	165.00		75.00	90.00	100.00	187.50	228.75	228.75
New York.....				55.00	125.00	185.00	165.00	80.00	75.00	100.00	100.00	193.75	228.06	228.06
Norfolk.....				55.00	150.00	200.00	175.00	75.00	70.00	89.90	100.34	153.00	228.75	228.75
Philadelphia.....						172.50	100.00					187.50	216.25	216.25
Portland, Me.....				55.00								191.75	228.75	
Providence.....														
Rochester.....														
San Francisco.....	45.00	57.50		75.00	135.00	175.00	150.00		100.00	100.00	113.11	165.00	216.25	210.19
Seattle.....	55.00								100.00				228.75	216.25

Atlantic and Gulf coasting trade.

Under 500 tons:	35.00	37.50	40.00	100.00	120.00	30.00	40.00	75.00	178.00	216.25
Baltimore.....		30.00	35.00	75.00	100.00	70.00	30.00	40.00	75.00	
Bath.....	35.00	35.00	45.00	40.00	100.00	50.00	70.00	65.00	145.00	205.00
Boston.....	30.00	30.00	45.00	50.00	150.00	50.00	75.00	45.00	145.00	205.00
New Bedford.....	40.00	40.00	45.00	50.00	125.00	75.00	75.00	75.00	175.00	216.25
New Orleans.....	34.59	35.00	40.00	45.00	150.00	68.50	75.00	75.00	175.00	216.25
New York.....	30.00	35.00	40.00	45.00	150.00	75.00	75.00	75.00	175.00	216.25
Norfolk.....	35.00	35.00	43.33	41.25	125.00	64.00	70.00	75.00	175.00	216.25
Pascagoula.....	37.40	37.30	40.22	110.00	125.00	70.00	70.00	75.00	175.00	216.25
Philadelphia.....	32.80	30.00	40.00	125.00	115.00	70.00	70.00	75.00	175.00	216.25
Portland, Me.....	30.00	30.00	40.00	125.00	115.00	70.00	70.00	75.00	175.00	216.25
Providence.....	35.00	35.00	35.00	80.00	100.00	75.00	75.00	75.00	165.00	205.00
Rockland.....	40.00	45.00	50.00	100.00	120.00	70.00	70.00	75.00	165.00	205.00
From 500 to 1,500 tons:	40.00	40.00	50.00	100.00	120.00	60.00	70.00	50.00	228.75	216.25
Baltimore.....	40.00	40.00	50.00	100.00	120.00	60.00	70.00	50.00	228.75	216.25
Bath.....	40.00	45.00	50.00	125.00	150.00	70.00	70.00	55.00	228.75	216.25
Boston.....	40.00	45.00	50.00	125.00	150.00	70.00	70.00	55.00	228.75	216.25
New Bedford.....	40.00	40.00	45.00	110.00	125.00	75.00	75.00	85.00	194.34	214.75
Newport News.....	37.62	45.00	50.00	100.00	150.00	65.00	65.00	85.00	181.25	216.25
New Orleans.....	38.33	40.00	47.50	100.00	150.00	70.00	70.00	85.00	181.25	216.25
New York.....	40.00	40.00	43.33	110.00	140.00	65.00	70.00	85.00	181.25	216.25
Norfolk.....	37.40	42.35	46.68	110.00	155.00	75.00	70.00	85.00	181.25	216.25
Pascagoula.....	40.42	50.00	50.00	125.00	150.00	75.00	70.00	85.00	181.25	216.25
Philadelphia.....	40.00	50.00	50.00	125.00	150.00	75.00	70.00	85.00	181.25	216.25
Portland, Me.....	35.00	50.00	45.00	125.00	150.00	75.00	70.00	85.00	181.25	216.25
Providence.....	35.00	50.00	45.00	125.00	150.00	75.00	70.00	85.00	181.25	216.25
Rockland.....	45.00	45.00	60.00	100.00	228.75	70.00	70.00	85.00	200.00	222.50
Seattle.....	45.00	45.00	60.00	125.00	150.00	70.00	70.00	85.00	200.00	222.50
Over 1,500 tons:	45.00	45.00	60.00	125.00	150.00	70.00	70.00	85.00	200.00	222.50
Baltimore.....	45.00	45.00	60.00	125.00	150.00	70.00	70.00	85.00	200.00	222.50
Bath.....	45.00	45.00	60.00	125.00	150.00	70.00	70.00	85.00	200.00	222.50
Boston.....	45.00	45.00	60.00	125.00	150.00	70.00	70.00	85.00	200.00	222.50
Galveston.....	40.00	40.00	45.00	110.00	125.00	75.00	75.00	85.00	181.25	216.25
New Bedford.....	40.00	40.00	45.00	110.00	125.00	75.00	75.00	85.00	181.25	216.25
Newport News.....	45.00	45.00	60.00	125.00	150.00	70.00	70.00	85.00	181.25	216.25
New Orleans.....	45.00	45.00	60.00	125.00	150.00	70.00	70.00	85.00	181.25	216.25
New York.....	45.00	45.00	60.00	125.00	150.00	70.00	70.00	85.00	181.25	216.25
Norfolk.....	45.00	45.00	60.00	125.00	150.00	70.00	70.00	85.00	181.25	216.25

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN VESSELS, 1895-1921—Continued.

Destination, size, and port of departure of vessel.	Sail.						Steam.							
	1895	1900	1910	1915	1919	1920	1921	1895	1900	1910	1915	1919	1920	1921
<i>Atlantic and Gulf coasting trade—Continued.</i>														
Over 1,500 tons—Continued.														
Philadelphia.....	\$40.00	\$60.00	\$53.50	\$68.21	\$135.00	\$172.50	\$150.00	\$75.00		\$88.63	\$98.20	\$155.00	\$228.75	\$228.75
Portland, Me.....	50.00	57.00	60.00	60.00	150.00	175.00	100.00			90.00	100.00	187.50	216.25	216.25
Providence.....			60.00	60.00	125.00	160.00				75.00	100.00	193.75	228.75	228.00
Seattle.....													228.75	228.75
<i>To Asia and Australia.</i>														
Under 500 tons:														
Baltimore.....					100.00		120.00					178.00		216.25
Norfolk.....					150.00									
San Francisco.....	44.64	51.25	60.00		143.34	157.50	162.00	\$90.00				165.00		175.00
From 500 to 1,500 tons:														
Baltimore.....					100.00		120.00							216.25
New York.....	45.00	45.00										181.25	316.25	
Norfolk.....					150.00							175.00		
Philadelphia.....													216.25	216.25
San Francisco.....	47.02	50.10	61.00	73.75	152.21	169.11	173.50		75.00	222.50	100.00	150.83	228.75	228.75
Seattle.....	50.00	55.00	71.00	75.00	150.00	175.00	150.00						216.25	
Over 1,500 tons:														
Baltimore.....					100.00	228.75	120.00					200.00	228.75	222.50
Balveston.....													228.75	
Newport News.....														228.75
New Orleans.....														228.75
New York.....	51.62	50.00	60.00			165.00						187.50	222.50	228.75
Norfolk.....					150.00	200.00						193.75	228.75	228.75
Philadelphia.....	50.00	55.00		75.00									228.75	
Portland, Me.....														
San Francisco.....	47.50	53.00	75.00	75.00	168.28	195.00	200.00	105.88	103.02	125.00	126.64	171.23	222.12	228.65
Seattle.....		55.00				175.00				125.00	125.00	175.00	228.75	228.75
<i>Pacific coasting trade.</i>														
Under 500 tons:														
Baltimore.....		50.00					120.00							216.25
Boston.....														
San Francisco.....		62.02	60.00	70.00	150.00		160.00			100.00	100.00	145.00	187.50	
Seattle.....	43.54	51.29	66.00					62.50	82.92	103.17	100.00			

From 500 to 1,500 tons:														
Baltimore.....	50.91	53.46	71.03	73.00	140.00	152.50	120.00	75.00	86.25	100.00	123.00	143.20	195.03	222.50
San Francisco.....	50.00	60.00	70.50	80.00	150.00		130.00		90.00	125.05	100.00		222.50	207.08
Seattle.....														
Over 1,500 tons:														
Baltimore.....							120.00					197.50	228.75	222.50
Newport News.....						200.00								
Norfolk.....						190.00								
San Francisco.....	51.64	55.40	63.33	62.56	158.00	175.00	150.00	75.00	92.57	102.80	110.61	158.40	203.22	213.49
Seattle.....		60.00	86.67						90.00	127.22	118.35	155.00	228.75	228.75
To Africa.														
Under 500 tons:														
Baltimore.....	35.00	35.00			125.00		120.00					195.00		216.25
Boston.....														
New Bedford.....	35.00	30.00	30.00	50.00		150.00	100.00			30.00				
New Orleans.....		40.00												
New York.....		40.00		50.00	100.00	150.00								
Norfolk.....					150.00									
From 500 to 1,500 tons:														
Baltimore.....	40.00	40.00	45.00 to 50.00	40.00 to 50.00	125.00 to 150.00		120.00							216.25
Boston.....														
Galveston.....			30.00	60.00		175.00				30.00				
New Bedford.....						150.00								
Newport News.....														
New Orleans.....	47.50	45.00	50.00	55.00	150.00	150.00	175.00					181.25	216.25	228.75
New York.....				60.00	150.00								216.25	216.25
Norfolk.....		45.00											216.25	216.25
Pasagonia.....														
Philadelphia.....	40.00	50.00		70.00	175.00									
San Francisco.....	50.00	55.00		75.00	150.00	175.00								
Seattle.....														
Over 1,500 tons:														
Baltimore.....					125.00 to 150.00	228.75	120.00				200.00	228.75	222.50	222.50
Boston.....														
To Africa.														
Newport News.														
New Orleans.....		45.00			175.00	165.00	165.00					187.50	222.50	228.67
New York.....													228.75	228.75
Norfolk.....													228.75	223.60
Philadelphia.....											95.00	193.75	228.75	228.75
San Francisco.....	53.33	55.00	65.00	75.00	193.75	193.75							228.75	228.75
Seattle.....			63.33			175.00							228.75	

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN VESSELS, 1895-1920—Continued.

Destination, size, and port of departure of vessels.	Sail.						Steam.							
	1895	1900	1910	1915	1919	1920	1921	1895	1900	1910	1915	1919	1920	1921
<i>Atlantic to Pacific ports, and vice versa.</i>														
Under 500 tons:														
Baltimore.....					\$100.00		\$120.00					\$195.00		\$216.25
Boston.....					150.00									
Norfolk.....											\$90.00			
Seattle.....														
From 500 to 1,500 tons:														
Baltimore.....	\$55.00	\$50.00					120.00							
Boston.....							100.00							
New Orleans.....												181.25	\$225.00	
New York.....	50.00	45.00	\$52.50						\$75.00			181.25	216.25	
Norfolk.....					150.00									
Philadelphia.....	52.50												216.25	
San Francisco.....					150.00					100.00	100.00	150.83	216.25	
Seattle.....	55.00	55.00	65.00			\$175.00				100.00	100.00		216.25	
Over 1,500 tons:														
Baltimore.....		50.00		\$75.00		228.75	120.00				100.00	200.00	228.75	222.50
Boston.....											100.00		216.25	
Galveston.....													225.00	228.75
Newport News.....													225.00	
New Orleans.....													235.00	232.91
New York.....	55.83	50.00	70.00										222.50	216.25
Norfolk.....					150.00					\$100.00	100.00	187.50	228.75	
Philadelphia.....	50.00	52.00	65.00	75.00		200.00						193.75	228.75	232.90
Portland, Me.....							175.00		75.00		103.89	150.00	228.75	
San Francisco.....	54.03	55.83	68.33	75.00						100.00	102.40	187.50	214.44	218.48
Seattle.....		55.00	60.00			175.00				125.00	100.00	175.00	228.75	228.75

TABLE 4.—AVERAGE MONTHLY WAGES PAID TO FIREMEN AND FIRST ENGINEERS ON AMERICAN STEAM VESSELS, 1895-1921.

Destination, size, and port of departure of vessels.	Firemen.						First engineers.							
	1895	1900	1910	1915	1919	1920	1921	1895	1900	1910	1915	1919	1920	1921
<i>To Great Britain.</i>														
Under 500 tons:														
Baltimore.....							\$87.50					\$195.00		\$272.00
Newport News.....							88.00							
Norfolk.....							88.00							
Rockland.....							\$87.50						\$240.00	
From 500 to 1,500 tons:														
Baltimore.....					93.75		87.50					195.00		272.00
Boston.....														305.00
Newport News.....					75.00		88.00					212.50		
New Orleans.....							90.00							
New York.....				\$45.00	75.00		90.00				\$150.00	181.25		
Norfolk.....							88.00							
Philadelphia.....							90.00							
Over 1,500 tons:														
Baltimore.....					93.75		87.50					210.00		305.00
Bath.....							90.00							310.00
Boston ¹					75.00		90.00					212.50	330.00	346.25
Galveston.....							90.00					287.50	371.25	
Newport News.....							90.00					228.75	228.75	228.75
New Orleans.....							88.00					239.00	325.00	292.40
New York.....							93.75					275.16	315.00	321.00
Norfolk.....	\$37.00	\$40.00	\$40.00	40.00	75.00		90.00	\$150.00	\$150.00	\$200.00	200.00	187.50	228.75	305.00
Philadelphia.....				40.00	75.00		90.00					193.75	228.75	292.00
Portland, Me.....			40.00		75.00		90.00	112.50	150.00	150.00		190.00	332.50	332.50
San Francisco.....					75.00		90.00					187.50	216.25	305.00
Seattle.....				40.00	75.00		90.00				140.00	250.00	335.00	332.50
<i>To Continent of Europe.</i>														
Under 500 tons:														
Baltimore.....					93.75		87.50					195.00		272.00
Newport News.....							88.00							
From 500 to 1,500 tons:														
Baltimore.....				35.00	75.00		87.50				90.00			272.00
Newport News.....							88.00							
New Orleans.....														
Baltimore.....						93.25	87.50						296.50	

¹ The above rates were generally cut to 15 per cent for all but deck officers during May and June, 1921.

TABLE 4.—AVERAGE MONTHLY WAGES PAID TO FIREMEN AND FIRST ENGINEERS ON AMERICAN STEAM VESSELS, 1895-1921—Continued.

Destination, size, and port of departure of vessels.	Fireman.						First engineers.							
	1895	1900	1910	1915	1919	1920	1921	1895	1900	1910	1915	1919	1920	1921
<i>To Continent of Europe—Continued.</i>														
From 500 to 1,500 tons—Continued.														
New York.....				\$40.00	\$75.00	\$90.00	\$90.00							\$216.25
Philadelphia.....						90.00	90.00							305.00
San Francisco.....						90.00	90.00							305.00
Over 1,500 tons:														
Baltimore.....						90.00	90.00							310.00
Bath.....						90.00	90.00							286.00
Boston.....						90.00	90.00							286.00
Galveston.....						90.00	90.00							286.00
Newport News.....						90.00	90.00							286.00
New Orleans.....						90.00	90.00							286.00
New York.....						90.00	90.00							286.00
Norfolk.....						90.00	90.00							286.00
Philadelphia.....						90.00	90.00							286.00
Portland, Me.....						90.00	90.00							286.00
Providence.....						90.00	90.00							286.00
San Francisco.....						90.00	90.00							286.00
Seattle.....						90.00	90.00							286.00
<i>To South America.</i>														
Under 500 tons:														
Baltimore.....														
Newport News.....														
New Orleans.....														
Philadelphia.....														
San Francisco.....														
From 500 to 1,500 tons:														
Baltimore.....														
Newport News.....														
New Orleans.....														
New York.....														
Philadelphia.....														
San Francisco.....														
Seattle.....														

TABLE 4.—AVERAGE MONTHLY WAGES PAID TO FIREMEN AND FIRST ENGINEERS ON AMERICAN STEAM VESSELS, 1895-1921—Continued.

Destination, size, and port of departure of vessels.	Firemen.						First engineers.							
	1895	1900	1910	1915	1919	1920	1921	1895	1900	1910	1915	1919	1920	1921
<i>To West Indies, Mexico, and Central America—Continued.</i>														
Over 1,500 tons—Continued.														
Providence.....					\$75.00	\$95.00						\$250.00	\$332.50	
San Francisco.....			\$47.96	\$45.91	75.00	90.00	\$87.00			\$150.00	\$161.20	229.16	305.00	\$306.71
Seattle.....			50.00		75.00	90.00	90.00			150.00		250.00	332.50	305.00
<i>Atlantic and Gulf coasting trade.</i>														
Under 500 tons:														
Baltimore.....			35.00		75.00		87.50			100.00		178.00		272.00
Bath.....		\$35.00		50.00					\$75.00		100.00			
Boston.....		35.00							110.00	70.00	95.00			
Gloucester.....				45.00								160.00	275.00	275.00
New Bedford.....					75.00	90.00	90.00		125.00				305.00	
New Orleans.....		50.00									130.00			
New York.....				40.00						112.00		170.00		
Norfolk.....			35.00		75.00					122.78	122.50			
Philadelphia.....		35.00	39.44	44.17					104.00	90.00	115.00			
Portland, Me.....		35.00	40.00	40.00					95.00	125.00	125.00	200.00	240.00	275.00
Rockland.....				45.00	75.00	87.50	100.00							
From 500 to 1,500 tons:														
Baltimore.....		35.00			75.00	90.00	87.50		110.00			178.00	332.50	272.00
Bath.....		35.00					75.00		100.00					285.00
Boston.....		35.00	40.00						110.00	100.00				305.00
New Bedford.....					75.00									
Newport News.....			40.00	50.00										
New Orleans.....	\$50.00	50.00				90.00		\$125.00	125.00	150.00	100.00	207.50	216.25	216.25
New York.....		35.00		40.00	75.00	90.00	90.00		100.00	150.00	150.00	181.25		
Norfolk.....			30.00	40.00	75.00	90.00	90.00	90.00	125.00	135.00	135.00	170.00	305.00	305.00
Philadelphia.....	33.13	40.00		40.00	75.00	90.00	90.00			135.00	135.00	160.00	305.00	305.00
Portland, Me.....		35.00		40.00	75.00	90.00	90.00		125.00	150.00	150.00	250.00	305.00	
Providence.....		40.00		45.00	75.00	90.00	90.00						216.25	318.50
Rockland.....						90.00	90.00					250.00		332.50
Seattle.....					75.00									
Over 1,500 tons:														
Baltimore.....		35.00	35.00	35.00	75.00	90.00	87.50		110.00	135.00	100.00	200.00	228.75	310.00
Bath.....				40.00							135.00			

[illegible]

Pacific coasting trade.

TABLE 4.—AVERAGE MONTHLY WAGES PAID TO FIREMEN AND FIRST ENGINEERS ON AMERICAN STEAM VESSELS, 1895-1921—Continued.

Destination, size, and port of departure of vessels.	Firemen.						First engineers.							
	1895	1900	1910	1915	1919	1920	1921	1895	1900	1910	1915	1919	1920	1921
<i>To Africa.</i>														
Under 500 tons: Baltimore.					\$93.75		\$87.50					\$195.00		\$272.00
From 500 to 1,500 tons:														
Baltimore.					87.50		87.50					195.00		272.00
New Orleans.					90.00		90.00							332.50
New York.					75.00		90.00					181.25	\$216.25	
Philadelphia.					93.75		90.00						305.00	
Over 1,500 tons:														
Baltimore.					88.00		88.00					231.25		310.00
Newport News.					75.00		90.00					200.00	228.75	301.88
New Orleans.					90.00		90.00					343.75		332.50
New York.					75.00		90.00					187.50		305.00
Norfolk.					75.00		90.00					193.75		301.00
Philadelphia.					40.00		90.00				\$157.50	250.00	332.50	332.50
Seattle.					40.00		90.00						332.50	
<i>Atlantic to Pacific ports, and vice versa.</i>														
Under 500 tons: Baltimore.					75.00		87.50					178.00		272.00
From 500 to 1,500 tons:														
Baltimore.					75.00		87.50					178.00		272.00
New Orleans.					75.00		90.00					212.50		305.00
New York.					75.00		90.00		\$150.00			181.25	305.00	228.75
Philadelphia.					75.00		90.00					305.00		305.00
San Francisco.					51.66		90.00			150.00		193.33	305.00	332.50
Seattle.					55.00		90.00			150.00			305.00	
Over 1,500 tons:														
Baltimore.					35.00		87.50			100.00		200.00	228.75	310.00
					40.00		90.00						330.00	
					45.00		90.00			175.00			371.25	
Boston.													222.50	
Galveston.					75.00		90.00						343.75	305.00
New Orleans.					90.00		90.00					187.50	228.75	305.00
New York.					90.00		90.00		\$165.00			355.00		342.00
Newport News.					40.00		88.00					193.75	228.75	342.00
Norfolk.					40.00		90.00					175.00		332.50
Philadelphia.					41.50		90.00		160.00			164.44	332.50	
Portland, Me.					75.00		90.00					187.50		305.00
San Francisco.					43.35		87.88			150.00		157.87	229.46	312.73
Seattle.					55.00		90.00			150.00		250.00	332.50	332.50

5. WAGE SCALES ESTABLISHED BY THE UNITED STATES SHIPPING BOARD.

[Furnished by the Division of Industrial Relations, U. S. Shipping Board.]

SAILORS' WAGES.

[Effective May 1, 1921.]

Wages per month.

Carpenter.....	\$85.00	Quartermaster.....	\$75.00
Carpenter's mate.....	80.00	Able seaman.....	72.50
Boatswain.....	80.00	Ordinary seaman.....	52.50
Boatswain's mate.....	77.50	Boy.....	30.00

SAILORS' CONDITIONS OF EMPLOYMENT.

1. The working day in home port where watches are broken shall not be in excess of 8 hours out of each 24, to be distributed as the necessities of the watches and other duties require. For work performed in excess of 8 hours equivalent time off will be given.

2. If an unlicensed man is required to perform unnecessary work in any safe harbor on Sundays, or on New Year's Day, July 4, Labor Day, Thanksgiving Day, or Christmas Day, he shall be given equal time off with pay, but this shall not apply to a vessel sailing or ready to proceed on her voyage.

3. If a vessel's stay in port is too short to break sea watches, sea watches shall be continued and all members of the crew required to work under direction of the ship's officers as at sea.

4. When the crew is not fed aboard the vessel, each member of the crew shall receive 60 cents per meal.

5. Deck crews on all vessels shall assist in putting stores on board and shall also rig cargo gear when required and, when necessary, assist in landing baggage and mail.

6. Night lunches shall be placed in the respective mess rooms for members of the crew performing duty at sea or in port, the men to prepare their own coffee. This rule does not apply when subsistence money is paid in the home port.

7. These wages and conditions do not apply to vessels not in active operation.

8. There shall be no discrimination against the employment of any man on account of affiliation or nonaffiliation with any labor organization.

COOKS' AND STEWARDS' WAGES.

[Effective May 1, 1921.]

All ratings, a reduction of \$10 per month.

COOKS' AND STEWARDS' CONDITIONS OF EMPLOYMENT.

1. At the home port 8 hours between the hours of 6 a. m. and 8 p. m. shall constitute a day's work except on the day of arrival and sailing day. For work performed in excess of 8 hours equivalent time off will be allowed.

2. When in port and board is not furnished, members of the steward's department except the chief steward will be paid 60 cents per meal; chief stewards to receive \$2.25 per day.

3. Holidays at home ports will be as follows: New Year's Day, July 4, Labor Day, Thanksgiving, and Christmas.

4. Members of steward's department required to work on Sundays or holidays while at home port will receive equal amount of time off.

5. These wages and working conditions do not apply to vessels not in active operation.

6. There shall be no discrimination against the employment of any person on account of affiliation or nonaffiliation with any labor organization.

WAGE SCALE, RULES, AND REGULATIONS GOVERNING EMPLOYMENT OF ENGINEERS FOR TRANS-ATLANTIC, TRANS-PACIFIC, ATLANTIC, PACIFIC, AND GULF COAST SERVICE.

Vessels are to be classed according to their "power tonnage," represented by gross tonnage plus indicated horsepower as given in the List of Merchant Vessels of the United States, as compiled by the Commissioner of Navigation, or in other recognized maritime lists.

Working rules and wages.

[Agreed on in committee conference between the representatives of the United States Shipping Board and National Marine Engineers' Beneficial Association.]

Classes.	Single screw.	Twin screw.
A.....	Over 20,001.....	Over 15,001.....
B.....	12,001 to 20,000.....	9,001 to 15,000.....
C.....	7,501 to 12,000.....	5,501 to 9,000.....
D.....	5,001 to 7,500.....	3,501 to 5,500.....
E.....	Below 5,001.....	Below 3,501.....

Engineers' wages.

Classes.	Class A.	Class B.	Class C.	Class D.	Class E.
Chief engineer.....	\$330	\$295	\$285	\$270	\$260
First assistant engineer.....	205	200	195	190	185
Second assistant engineer.....	180	175	170	165	160
Third assistant engineer.....	160	155	150	145	140
Fourth assistant engineer.....	140	135	.....	.....	.....
Junior engineer.....	115	.....	.....	.....	.....

Working rules.

1. Watch and watch to be maintained on sailing day or at any outside port or ports of call. No engineer shall be required or permitted to take charge of a watch upon leaving or immediately after leaving port unless he shall have had at least 6 hours off duty within the 12 hours immediately preceding time of sailing.

2. A working day at any port where watches are broken shall be from 8 a. m. to 5 p. m., during which time one hour shall be allowed for dinner.

NOTE.—In tropical or other ports where conditions make it desirable to make special arrangements about working hours on account of climatic conditions, a special arrangement may be made which is mutually satisfactory to meet the situation.

3. When a ship arrives in home port, the engineer standing the night watch shall have the next day off.

NOTE.—For the purpose of these rules a "home port" shall be considered the port at which shipping articles are opened or the port at which crew is paid off upon completion of the voyage.

4. If the chief or assistant engineer is required to stay on board in any port on Sundays or on New Year's Day, July 4, Labor Day, Thanksgiving Day, or Christmas Day, he shall have one full day off with pay, or be paid one day's additional pay; but this shall not apply to a vessel sailing on or ready to proceed on her voyage. It is the intention of this rule that no work shall be performed by the engineers except that which is necessary for the safety of the vessel, boilers, or machinery.

5. In all ports of call and foreign ports one engineer shall be required to stay aboard at night. Engineers shall alternate and shall receive no extra compensation for this work. It is the intention of this rule that no night work shall be performed by the engineers except for the safety of the vessel, boilers, or machinery.

6. No overtime shall be performed at sea except for the safety of the vessel. The following work shall be considered necessary for the safety of the vessel: All repairs to main engines and boilers in service, feed pumps, ballast pump, fire pump, general-service pump, circulating pumps (main or auxiliary), air pumps (main or auxiliary), sanitary pumps, fresh-water pumps, ice machines, dynamos, fuel pumps, evaporator feed pumps, ash hoists, telemotor, steering engine and gear, fuel-transfer pumps, feed heaters, fuel heaters, condensers (main or auxiliary), evaporators, steam and exhaust lines, ballast and bilge lines, fresh water, sanitary, and fire lines in engine room and fireroom, anchor or windlass capstans, toilets, and sanitary fittings, provided same become disabled after the commencement of the voyage. The following work shall not be considered necessary for the safety of the vessel: All repairs to jacking or turning engine, deck machinery or piping, galley and fittings, ventilators, building racks for grate bars, storerooms, rearranging storerooms, and all boiler work not necessary for the propulsion of the ship, rearranging of pipes and machinery, etc.: *Provided, however,* That on each passage the engineers may be required to take indicator diagrams from main engines.

7. A working day in port in excess of 8 hours shall not be performed or paid for unless the work is done by written order of the chief engineer, master, owner, or agent of the vessel. An entry shall be made in the engine-room log book every time an assistant engineer is required to perform overtime service, covering kind of work, reason for same, and time started and finished; authorized overtime to be paid at the pro rata rate.

8. No engineer shall be laid off Sundays or holidays, but at the option of the chief engineer the assistants shall be granted shore liberty with pay.

9. When in port and board is not furnished, \$3 per day shall be allowed for subsistence and \$2.50 per day shall be allowed for lodging when no room is provided.

10. Final discharge of engineers to be at port of signing on ship's articles, except when impracticable or through no fault of his own or in case of sale or abandonment of vessel by owner at other port, in which event members are to be reimbursed for all time and travel expenses incurred incident to return to port at which articles were signed. In the event any question arises concerning the discharge of any engineer he shall have the right of appeal to the home-port engineer before final decision is rendered.

11. This agreement to terminate December 31, 1921.

WAGE SCALE, RULES, AND REGULATIONS GOVERNING EMPLOYMENT OF MASTERS AND MATES FOR TRANS-ATLANTIC, TRANS-PACIFIC, ATLANTIC, PACIFIC, AND GULF COAST SERVICE.

[Effective Aug. 1, 1921.]

Vessels are to be classed according to their "power-tonnage," represented by gross tonnage plus indicated horsepower as given in the list of Merchant Vessels of the United States as compiled by the Commissioner of Navigation or in other recognized maritime lists.

Working rules and wages.

[Adopted after conference between the representatives of the United States Shipping Board and the representatives of the National Association of Masters, Mates, and Pilots of America and the Neptune Association, representing the licensed deck officers.]

Classes.	Single screw.	Twin screw.
A.....	Over 20,001.....	Over 15,001.
B.....	12,001 to 20,000.....	9,001 to 15,000.
C.....	7,501 to 12,000.....	5,501 to 9,000.
D.....	5,001 to 7,500.....	3,501 to 5,500.
E.....	Below 5,001.....	Below 3,501.

Wage scale.

Classes.	Class A.	Class B.	Class C.	Class D.	Class E.
Master.....	\$370	\$355	\$320	\$310	\$295
First mate.....	205	200	195	190	185
Second mate.....	180	175	170	165	160
Third mate.....	160	155	150	145	140
Fourth mate.....	140	135	(¹)	(¹)	(¹)

¹ When carried.

Working rules.

1. Watch and watch to be maintained on sailing day or at any outside port or ports of call. No mate shall be required or permitted to take charge of a watch upon leaving or, immediately after leaving port unless he shall have had at least 6 hours off duty within the 12 hours immediately preceding time of sailing.

2. A working day at any port where watches are broken shall be from 8 a. m. to 5 p. m., during which time one hour shall be allowed for dinner.

NOTE.—In tropical or other ports where conditions make it desirable to make special arrangements about working hours on account of climatic conditions a special arrangement may be made which is mutually satisfactory to meet the situation.

3. When a ship arrives in home port, the mate standing the night watch shall have the next day off.

NOTE.—For the purpose of these rules a "home port" shall be considered the port at which shipping articles are opened or the port at which crew is paid off upon completion of the voyage.

4. If a mate is required to stay on board in any port on Sundays or on New Year's Day, July 4, Labor Day, Thanksgiving Day, or Christmas Day he shall have one full day off with pay or be paid one day's additional pay; but this shall not apply to a vessel sailing on or ready to proceed on her voyage. It is the intention of this rule that no work shall be performed by the mates except that which is necessary for the safety of the vessel.

5. In all ports of call and foreign ports one mate shall be required to stay aboard at night. Mates shall alternate and shall receive no extra compensation for this work. It is the intention of this rule that no night work shall be performed by the mates except for the safety of the vessel.

6. No overtime shall be performed at sea except for the safety of the vessel.

7. A working day in port in excess of 8 hours shall not be performed or paid for unless the work is done by written order of the master, owner, or agent of the vessel. An entry shall be made in the log book every time a mate is required to perform overtime service, covering kind of work, reason for same, and time started and finished. Authorized overtime to be paid at the pro rata rate.

8. No mate shall be laid off Sundays or holidays, but at the option of the master the mates shall be granted shore liberty with pay.

9. When in port and board is not furnished, \$3 per day shall be allowed for subsistence and \$2.50 per day shall be allowed for lodging when no room is provided.

10. Final discharge of mates to be at ports designated in ship's articles except when impracticable or through no fault of his own or in case of sale or abandonment of vessel by owner at other port, in which event members are to be reimbursed for all time and travel expenses incurred incident to return to port designated. In the event any question arises concerning the discharge of any mate he shall have the right of appeal to the marine superintendent before final decision is rendered.

11. These wages and conditions do not apply to vessels not in active operation.

12. There shall be no discrimination in the employment of any master or mate on account of affiliation or nonaffiliation with any organization.

13. The wage scale and working conditions promulgated herein shall remain in effect until January 1, 1922, and thereafter until such time as 30 days' notice shall have been given by either party to discontinue.

FIREMEN'S, OILERS', AND WATER TENDERS' WAGES.

[Effective May 1, 1921.]

Wages per month.

Deck engineer.....	\$85	Oiler.....	\$90
Pump man.....	85	Fireman.....	75
Donkey man.....	80	Coal passer and wiper.....	65
Storekeeper.....	80	Water tender.....	80

Firemen's, oilers', and water tenders' conditions of employment.

1. The working day in any port where watches are broken shall be 8 hours out of each 24, to be distributed as the necessities of the watches and other duties require. For work performed in excess of 8 hours equivalent time off will be given.

2. If an unlicensed man is required to perform unnecessary work in any safe harbor on Sundays or on New Year's Day, July 4, Labor Day, Thanksgiving Day, or Christmas Day he shall be given equal time off with pay; but this shall not apply to a vessel sailing or ready to proceed on her voyage.

3. Where the fireroom crew on watch fail to get the ashes out of the stokehold during the hours of watch, it shall be the duty of such watch to get these ashes out immediately upon completion of their watch without extra compensation.

4. When the crew is not fed aboard the vessel, each member shall receive 60 cents per meal.

5. At sea all men not standing regular watches may be required to perform 10 hours' work out of 24, as the chief engineer may direct.

6. Night lunches shall be placed in the respective mess rooms for all members of the crew performing night duty at sea or in port, the men to prepare their own coffee. This rule does not apply when subsistence money is paid in the home port.

7. These wages and conditions do not apply to vessels not in active operation.

8. There shall be no discrimination against the employment of any man on account of affiliation or nonaffiliation with any labor organization.

AGREEMENT WITH NATIONAL UNITED RADIO TELEGRAPHERS' ASSOCIATION.

[Dated June 16, 1921.]

The following wage scale and working conditions for chief radio operators and assistant radio operators have been agreed upon and are promulgated by the Shipping Board, effective June 16, 1921, and to continue in effect until December 31, 1921.

Wages per month.

Chief operators.....	\$107
Assistant operators.....	85
On ships carrying one operator he shall receive chief operator's salary.	

Working rules.

1. Radio men aboard ship shall receive the same consideration, accommodations, and general treatment as is afforded officers of the ship.
2. When in port and board is not furnished, \$3 per day shall be allowed for subsistence and \$1 per day shall be allowed for lodging when no room is provided.
3. Radio operators shall handle all moneys taken in for the transmission of messages in accordance with Shipping Board instructions.
4. Final discharge of radio operators to be in accordance with articles signed at commencement of voyage except when discharged on account of misconduct.

Appendix C (consular reports of seamen shipped, discharged, and deserted from American vessels in foreign ports) has been omitted from the report since 1916, but may be resumed next year.

APPENDIX D.

TONNAGE TAX—LAW AND COLLECTIONS.

Tonnage tax is levied on every vessel engaged in trade upon her arrival by sea from a foreign port unless she is in distress at the rate of 2 or 6 cents for each net ton. It is not levied on more than 5 entries at the same rate during any one year¹ nor on vessels arriving otherwise than by sea from foreign ports at which equivalent taxes or dues are not imposed on vessels of the United States.

Section 36 of the act of August 5, 1909, which went into effect October 5, 1909, is as follows:

"A tonnage duty of two cents per ton, not to exceed in the aggregate ten cents per ton in any one year, is hereby imposed at each entry on all vessels which shall be entered in any port of the United States from any foreign port or place in North America, Central America, the West India Islands, the Bahama Islands, the Bermuda Islands, or the coast of South America bordering on the Caribbean Sea, or Newfoundland, and a duty of six cents per ton, not to exceed thirty cents per ton per annum, is hereby imposed at each entry on all vessels which shall be entered in any port of the United States from any other foreign port, not, however, to include vessels in distress or not engaged in trade.

"This section shall not be construed to amend or repeal section twenty-seven hundred and ninety-two of the Revised Statutes as amended by section one of chapter two hundred and twelve of the laws of nineteen hundred and eight, approved May twenty-eighth, nineteen hundred and eight, or section five of the said chapter two hundred and twelve of the laws of nineteen hundred and eight, or section twenty-seven hundred and ninety-three of the Revised Statutes.

"Section forty-two hundred and thirty-two of the Revised Statutes and sections eleven and twelve of chapter four hundred and twenty-one of the laws of eighteen hundred and eighty-six, approved June nineteenth, eighteen hundred and eighty-six, and so much of section forty-two hundred and nineteen of the Revised Statutes as conflicts with this section, are hereby repealed."

The act of March 8, 1910, concerning tonnage duties on vessels entering otherwise than by sea, is as follows:

"Vessels entering otherwise than by sea from a foreign port at which tonnage or lighthouse dues or other equivalent tax or taxes are not imposed on vessels of the United States shall be exempt from the tonnage duty of two cents per ton, not to exceed in the aggregate ten cents per ton in any one year, prescribed by section thirty-six of the act approved August fifth, nineteen hundred and nine, entitled 'An act to provide revenue, equalize duties, and encourage the industries of the United States, and for other purposes.'"

The following tables show the tonnage taxes collected for the fiscal year:

1. TONNAGE TAX COLLECTIONS, 1884-1921.

Year ended June 30—	American vessels.	Foreign vessels. ²	Total.	Year ended June 30—	American vessels.	Foreign vessels. ²	Total.
1884.....	\$272, 113. 50	\$1, 023, 659. 00	\$1, 295, 772. 50	1903.....	\$71, 970. 20	\$813, 871. 17	\$885, 841. 37
1885.....	59, 325. 29	331, 549. 86	390, 875. 15	1904.....	70, 741. 65	755, 281. 36	826, 023. 01
1886.....	74, 558. 08	432, 824. 39	507, 382. 47	1905.....	79, 578. 54	778, 958. 05	858, 536. 59
1887.....	76, 530. 07	485, 657. 38	562, 187. 45	1906.....	84, 902. 67	882, 419. 81	967, 322. 48
1888.....	67, 285. 67	423, 920. 07	491, 205. 74	1907.....	80, 064. 19	964, 716. 94	1, 044, 781. 13
1889.....	70, 034. 44	406, 998. 46	477, 032. 90	1908.....	82, 680. 48	993, 891. 21	1, 076, 571. 69
1890.....	75, 208. 41	490, 266. 44	565, 474. 85	1909.....	80, 397. 11	971, 977. 26	1, 052, 374. 37
1891.....	75, 208. 41	490, 263. 44	565, 471. 85	1910.....	77, 812. 01	1, 003, 714. 69	1, 081, 526. 70
1892.....	79, 029. 77	556, 982. 67	636, 012. 44	1911.....	55, 143. 92	1, 028, 111. 42	1, 083, 255. 34
1893.....	70, 019. 66	469, 213. 58	539, 233. 14	1912.....	64, 745. 60	1, 091, 265. 15	1, 156, 010. 75
1894.....	72, 848. 69	466, 179. 78	539, 028. 47	1913.....	73, 281. 14	1, 200, 508. 29	1, 273, 789. 43
1895.....	69, 316. 21	454, 028. 40	523, 344. 61	1914.....	77, 445. 06	1, 233, 313. 97	1, 310, 759. 03
1896.....	66, 868. 61	477, 386. 36	544, 254. 97	1915.....	104, 736. 73	1, 210, 688. 57	1, 315, 425. 30
1897.....	70, 882. 04	660, 887. 57	731, 769. 61	1916.....	171, 164. 52	1, 283, 401. 31	1, 454, 565. 83
1898.....	63, 334. 92	783, 436. 14	846, 771. 06	1917.....	208, 796. 16	1, 184, 947. 00	1, 393, 743. 16
1899.....	65, 815. 00	768, 272. 81	834, 087. 81	1918.....	218, 885. 70	952, 532. 66	1, 171, 418. 36
1900.....	68, 639. 83	811, 842. 39	880, 482. 32	1919.....	258, 217. 85	1, 007, 011. 38	1, 265, 229. 23
1901.....	67, 703. 87	835, 435. 01	903, 138. 88	1920.....	689, 813. 79	1, 018, 120. 65	1, 707, 934. 44
1902.....	68, 172. 62	800, 611. 29	868, 783. 91	1921.....	817, 154. 83	1, 374, 741. 02	2, 191, 895. 85

¹ The tonnage year begins with the date of the first payment and ends on the day preceding the corresponding day of the following year.

² All alien tonnage tax and light money collections are included in this column prior to 1916, but beginning with that year these collections from American vessels are entered in the first column.

2. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1921, BY CUSTOMS DISTRICTS.

District.	2-cent rate.		6-cent rate.		Total.	
	Entries.	Amount.	Entries.	Amount.	Entries.	Amount.
Alaska.....	712	\$1,704.74	25	\$311.82	737	\$2,016.56
Buffalo.....	23	364.48			23	364.48
Chicago.....	1	31.24			1	31.24
Connecticut.....	33	205.78	5	857.64	38	1,063.42
Florida.....	810	10,138.84	285	42,667.08	1,095	52,805.87
Galveston.....	315	12,619.54	464	83,597.02	779	96,216.56
Georgia.....	117	2,924.44	150	19,024.32	267	21,948.76
Hawaii.....	12	1,098.22	149	34,487.10	161	35,585.32
Los Angeles.....	256	3,832.20	70	14,395.80	326	18,228.00
Maine and New Hampshire.....	664	4,681.26	79	15,141.84	743	19,823.10
Maryland.....	251	15,073.46	734	130,960.54	985	146,034.00
Massachusetts.....	428	12,602.06	401	81,574.38	829	94,176.44
Michigan.....	13	192.42			13	192.42
Mobile.....	313	5,100.24	110	15,243.42	423	20,343.66
New Orleans.....	788	31,843.37	639	124,153.16	1,427	155,996.53
New York.....	1,428	64,825.12	2,678	614,037.84	4,106	678,862.96
North Carolina.....	3	25.06	32	4,680.90	35	4,705.96
Ohio.....	219	3,749.24			219	3,749.24
Oregon.....	20	1,294.14	76	16,054.56	96	17,348.70
Philadelphia.....	380	15,748.22	709	124,227.16	1,089	139,975.38
Porto Rico.....	331	4,928.72	74	10,378.98	405	15,307.70
Rhode Island.....	52	3,994.34	23	3,512.82	75	7,507.16
Rochester.....	113	1,609.58			113	1,609.58
Sabine.....	277	11,718.38	263	48,315.00	540	60,033.38
St. Lawrence.....	659	2,452.20			659	2,452.20
San Antonio.....	61	1,083.47		401.52	65	1,484.99
San Diego.....	278	172.78	1	103.44	279	1,276.22
San Francisco.....	132	6,147.30	338	53,303.40	470	59,450.70
South Carolina.....	61	2,169.60	82	15,027.00	143	17,196.60
Vermont.....	20	33.42			20	33.42
Virginia.....	217	7,760.10	2,195	359,007.01	2,412	366,767.11
Washington.....	1,574	16,384.29	157	41,859.48	1,731	58,243.77
Total.....	10,561	246,458.25	9,743	1,853,323.18	20,304	2,099,781.43
Philippine Islands fund:						
San Francisco.....			2	431.88	2	431.88
Washington.....			1	286.44	1	286.44
Total.....			3	718.32	3	718.32
Allen tonnage tax and light money:						
Florida.....					8	2,111.50
Galveston.....					19	17,191.00
Georgia.....					1	300.50
Los Angeles.....					422	1,982.00
Maryland.....					1	731.50
New Orleans.....					1	895.00
New York.....					11	55,921.00
Philadelphia.....					1	1,306.00
Sabine.....					2	549.60
San Diego.....					131	624.50
San Francisco.....					1	32.00
South Carolina.....					1	5,173.00
Virginia.....					2	4,535.00
Washington.....					3	43.60
Total.....					604	91,396.10
Grand total.....					20,911	2,191,895.85

3. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1921, BY NATIONALITY OF VESSELS.

Flag.	2-cent rate.		6-cent rate.		Total.	
	Entries.	Amount.	Entries.	Amount.	Entries.	Amount.
American.....	6,633	\$165,768.43	3,429	\$647,653.40	10,062	\$813,421.83
Argentinian.....	1	5.04	2	409.68	3	414.72
Austrian.....	15	6.16			15	6.16
Belgian.....	5	154.90	118	21,021.60	123	21,176.50
Brazilian.....			37	7,661.28	37	7,661.28
British.....	2,580	39,396.58	3,165	658,959.29	5,745	698,355.87
Chilean.....			6	818.34	6	818.34
Chinese.....			3	841.92	3	841.92
Cuban.....	63	1,044.32			63	1,044.32
Danish.....	80	1,913.42	293	38,980.68	373	40,894.10
Danzig.....	14	1,500.12	8	2,649.96	22	4,150.08
Dominican.....	41	102.26			41	102.26
Dutch.....	80	2,484.26	342	65,708.04	422	68,192.30
Finnish.....			8	907.32	8	907.32
French.....	41	1,356.98	316	65,617.68	357	66,974.66
German.....	2	31.04	26	2,279.54	28	2,310.58
Greek.....	1	55.46	156	26,409.55	157	26,465.01
Guatemalan.....	2	73.12			2	73.12
Honduran.....	81	1,342.82			81	1,342.82
Icelandic.....			3	133.02	3	133.02
Italian.....	32	415.16	459	90,124.20	491	90,539.26
Japanese.....	80	4,349.72	373	93,093.60	453	97,443.32
Jugo-Slavic.....	9	2.00	1	134.64	10	136.64
Mexican.....	42	785.86	1	.54	43	786.40
Nicaraguan.....	17	185.66			17	185.66
Norwegian.....	523	16,768.68	513	67,092.12	1,036	83,860.80
Panamanian.....	2	17.58			2	17.58
Peruvian.....	1	5.04	8	1,741.68	9	1,746.72
Philippine.....	5	154.80	5	494.40	10	649.20
Portuguese.....	7	38.52	28	3,583.74	35	3,622.26
Rumanian.....	4	142.48	6	837.78	10	980.26
Russian.....	3	57.52	23	1,783.38	26	1,840.90
Serbian.....	1	.62			1	.62
Spanish.....	59	3,029.40	301	42,178.50	360	45,207.90
Swedish.....	127	5,254.58	108	11,458.86	235	16,713.44
Turkish.....			1	179.58	1	179.58
Uruguayan.....			4	568.86	4	568.86
Venezuelan.....	10	15.72			10	15.72
Total.....	10,561	246,458.25	9,743	1,853,323.18	20,304	2,099,781.43
Philippine Islands fund:						
British.....			2	431.88	2	431.88
Japanese.....			1	286.44	1	286.44
Total.....			3	718.32	3	718.32
Alien tonnage tax and light money:						
American.....					14	3,733.00
Austrian.....					40	345.00
British.....					1	10.00
Danish.....					3	9.00
Danzig.....					9	48,519.00
German.....					26	36,502.00
Italian.....					64	178.50
Japanese.....					397	1,829.00
Jugo-Slavic.....					9	50.00
Norwegian.....					15	52.50
Portuguese.....					10	37.50
Russian.....					6	40.60
Serbian.....					5	77.50
Swedish.....					5	12.80
Total.....					604	91,396.10
Grand total.....					20,911	2,191,895.85

4. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1921, BY COUNTRIES FROM WHICH THE VESSELS ENTERED.

Country.	2-cent rate.		6-cent rate.		Total.	
	Entries.	Amount.	Entries.	Amount.	Entries.	Amount.
Africa:						
Algeria (French).....			110	\$17,332.50	110	\$17,332.50
Angola (Portuguese).....			1	43.44	1	43.44
Canary Islands (Spanish).....			56	6,945.00	56	6,945.00
Cape of Good Hope (British).....			3	504.42	3	504.42
Cape Verde Islands (Portuguese).....			34	2,282.52	34	2,282.52
Egypt.....			112	22,547.70	112	22,547.70
Gambia (British).....			1	156.78	1	156.78
Gold Coast (British).....			15	2,280.90	15	2,280.90
Ivory Coast (French).....			2	396.72	2	396.72
Kongo (Belgian).....			2	441.00	2	441.00
Lagos (British).....			4	807.06	4	807.06
Liberia.....			2	386.22	2	386.22
Mombasa (British).....			2	312.72	2	312.72
Morocco.....			16	1,894.74	16	1,894.74
Mozambique (Portuguese).....			14	2,875.68	14	2,875.68
Natal (British).....			12	2,224.44	12	2,224.44
Nigeria (British).....			6	806.22	6	806.22
Senegal (French).....			31	5,208.36	31	5,208.36
Sierra Leone (British).....			7	1,311.06	7	1,311.06
Tunis (French).....			17	4,221.00	17	4,221.00
Total.....			447	72,978.48	447	72,978.48
Asia:						
Borneo (British).....			1	206.34	1	206.34
Celebes (Dutch).....			5	1,303.02	5	1,303.02
Ceylon (British).....			2	343.20	2	343.20
China.....			183	45,864.90	183	45,864.90
Hongkong (British).....			44	10,605.66	44	10,605.66
India (British).....			118	25,295.64	118	25,295.64
India (Portuguese).....	1	\$27.68			1	27.68
Indo-China (French).....			2	412.44	2	412.44
Japan.....			214	56,836.68	214	56,836.68
Java (Dutch).....			61	14,297.22	61	14,297.22
Manchuria (Japanese).....			5	1,169.46	5	1,169.46
Persia.....			2	423.42	2	423.42
Philippine Islands (United States).....			3	759.00	3	759.00
Siberia (Russian).....	1	.64	28	1,040.64	29	1,041.28
Straits Settlements (British).....			32	7,597.92	32	7,597.92
Transcaucasia.....			3	506.64	3	506.64
Turkey.....			19	3,265.14	19	3,265.14
Total.....	2	28.32	722	169,927.32	724	169,955.64
Europe:						
Austria.....			1	180.30	1	180.30
Azores (Portuguese).....			36	5,041.92	36	5,041.92
Belgium.....			408	87,388.38	408	87,388.38
Bulgaria.....			4	634.74	4	634.74
Denmark.....			245	38,272.26	245	38,272.26
Finland.....			32	4,234.80	32	4,234.80
France.....			933	172,696.93	933	172,696.93
Germany.....			496	99,982.40	496	99,982.40
Gibraltar (British).....			126	20,223.66	126	20,223.66
Greece.....			75	15,557.88	75	15,557.88
Iceland.....			2	88.68	2	88.68
Italy.....			775	157,349.40	775	157,349.40
Jugo-Slavia.....			1	223.20	1	223.20
Madeira Islands (Portuguese).....			8	1,063.80	8	1,063.80
Malta (British).....			13	2,016.84	13	2,016.84
Netherlands.....			740	154,160.94	740	154,160.94
Norway.....			49	6,538.98	189	13,683.08
Poland—Danzig.....	140	7,144.10	51	11,728.20	51	11,728.20
Portugal.....			117	16,919.10	117	16,919.10
Rumania.....			2	427.26	2	427.26
Russia.....			18	3,343.32	18	3,343.32
Spain.....			366	54,725.82	366	54,725.82
Sweden.....	113	6,333.88	63	10,426.44	176	16,760.32
Turkey.....			26	4,301.10	26	4,301.10
United Kingdom.....			2,850	568,279.43	2,850	568,279.43
Total.....	253	13,477.98	7,437	1,435,805.78	7,690	1,449,283.76

4. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1921, BY COUNTRIES FROM WHICH THE VESSELS ENTERED—Continued.

Country.	2-cent rate.		6-cent rate.		Total.	
	Entries.	Amount.	Entries.	Amount.	Entries.	Amount.
North America:						
Bahamas (British).....	240	\$1,071.84			240	\$1,071.84
Barbados (British).....	46	1,159.12	1	\$41.40	47	1,600.52
Bermuda (British).....	61	2,080.16	2	177.12	63	2,257.28
British Columbia.....	2,347	23,908.93	1	246.24	2,348	26,155.17
British Honduras.....	38	941.56			38	941.56
Canal Zone.....	11	595.34			11	595.34
Costa Rica.....	63	2,327.92			63	2,327.92
Cuba.....	1,810	49,496.95			1,810	49,496.95
Dominican Republic.....	217	3,475.12			217	3,475.12
Dutch West Indies.....	62	673.73			62	673.73
French West Indies.....	28	506.00			28	506.00
Guatemala.....	36	957.16			36	957.16
Haiti.....	102	2,395.72			102	2,395.72
Honduras.....	149	2,374.42			149	2,374.42
Jamaica (British).....	185	4,187.72			185	4,187.72
Leeward Islands (British).....	34	125.38			34	125.38
Mexico.....	2,238	106,511.65	4	401.52	2,242	106,913.17
New Brunswick (British).....	515	2,945.42	1	169.32	516	3,114.74
Newfoundland (British).....	58	619.38			58	619.38
Nicaragua.....	87	1,834.46			87	1,834.46
Nova Scotia (British).....	621	7,167.00			621	7,167.00
Ontario (British).....	15	245.00			15	245.00
Panama.....	30	1,760.12			30	1,760.12
Quebec (British).....	1,103	10,763.14			1,103	10,763.14
Salvador.....	7	233.64	1	31.74	8	265.38
Trinidad (British).....	29	603.88	1	130.44	30	734.32
Virgin Islands (United States).....	4	144.30			4	144.30
Windward Islands (British).....	6	237.64	1	230.58	7	468.22
Yukon (British).....	33	267.24			33	267.24
Total.....	10,175	229,574.99	12	1,428.36	10,187	230,003.35
South America:						
Argentina.....			270	48,989.76	270	48,989.76
Brasil.....	1	16.80	238	40,679.94	239	40,696.74
British Guiana.....			54	6,488.02	54	6,488.02
Chile.....			244	37,785.66	244	37,785.66
Colombia.....	58	1,482.96	2	168.00	60	1,650.96
Dutch Guiana.....			15	1,110.40	15	1,110.40
Ecuador.....			30	3,059.52	30	3,059.52
French Guiana.....			1	71.82	1	71.82
Paru.....			71	6,713.58	71	6,713.58
Uruguay.....			16	1,870.74	16	1,870.74
Venezuela.....	72	1,877.20	5	392.58	77	2,269.78
Total.....	131	3,376.96	946	147,330.02	1,087	150,706.98
Oceania:						
Australia.....			91	18,492.36	91	18,492.36
Cook Islands (British).....			3	29.28	3	29.28
Fiji Islands (British).....			16	585.48	16	585.48
Gilbert Islands (British).....			2	59.64	2	59.64
New Caledonia (French).....			2	210.36	2	210.36
New Zealand (British).....			20	4,977.00	20	4,977.00
Samoa (British).....			10	381.12	10	381.12
Society Islands (French).....			16	535.14	16	535.14
Solomon Islands (British).....			6	195.60	6	195.60
Tonga Islands (British).....			13	387.24	13	387.24
Total.....			179	25,853.22	179	25,853.22
Grand total.....	10,561	246,458.25	9,743	1,853,323.18	20,304	2,099,781.43

APPENDIX E.

STEEL-SHIP BUILDING IN THE UNITED STATES.

1. CONSTRUCTION OF STEEL STEAM VESSELS IN THE UNITED STATES.

The progress of the building of steel steam vessels in the United States during the last 10 years and the present condition of the industry is set forth in the following statement. The following table shows the gross tonnage of steel steam vessels built in the United States during each fiscal year for the past 10 years, with the places of build classified by coasts. The total construction of these vessels for the 10 years ended June 30, 1921, was 10,095,300 gross tons, of which 1,523,253 gross tons were built on the Great Lakes, 5,374,308 gross tons on the Atlantic seaboard, 3,173,576 gross tons on the Pacific coast, and 19,163 gross tons on western rivers.

Tonnage of steel steam vessels built during the past 10 years.

Port.	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921
<i>Atlantic.</i>										
Albany, N. Y.	1,044								42,657	12,128
Alexandria, Va.									119,663	137,452
Baltimore, Md.	11,914	40,000	32,257	21,991	39,132	28,302	79,724	128,717	27,079	26,416
Bath, Me.		652		471			13,082	27,921	692	
Boothbay, Me.									38,522	33,384
Boston, Mass.	5,698	7,739	10,381	10,728	24,932	28,821	37,338	39,584	2,391	
Brunswick, Ga.									473	
Galveston, Tex.									15,609	16,141
Jacksonville, Fla.		292	474			812	1,852	9,896	29,625	60,610
Mobile, Ala.								14,896	2,469	
Morgan City, La.									326	882
New Bern, N. C.									411,030	85,080
Newark, N. J.			1,468			1,750	594	278,641	12,483	12,432
New London, Conn.									2,740	1,553
New Orleans, La.									26,809	36,512
Newport News, Va.	10,169	21,876	33,210	23,613	43,300	49,381	41,152	109,521	743,063	576,714
New York, N. Y.	1,891	8,757	3,214	2,550	2,840	1,145	18,144		39,902	16,726
Pensacola, Fla.									13,797	21,068
Philadelphia, Pa.	4,945	37,244	37,626	40,256	30,991	76,806	144,532	367,399	40,462	16,581
Portsmouth, N. H.									12,198	13,797
Savannah, Ga.				568		604			4,724	32,697
Tampa, Fla.						1,566			38,033	61,268
Wilmington, Del.	5,221	6,954	11,234	4,020	17,816	15,204	25,024		31,672	26,004
Wilmington, N. C.					96					
Total.	40,882	123,514	129,864	104,197	159,107	204,191	361,442	1,076,031	1,846,777	1,328,303
<i>Pacific.</i>										
San Diego, Calif.										12,972
Los Angeles, Calif.		8,539	1,522				8,226	137,663	146,659	77,512
Portland, Oreg.							82,720	245,659	204,875	100,306
San Francisco, Calif.	1,567	4,797	11,724	12,449	34,947	85,451	127,148	245,818	285,029	358,042
Seattle, Wash.	1,126	2,867	1,202	893		21,450	178,481	339,719	412,174	22,039
Total.	2,693	16,203	14,448	13,342	34,947	106,901	396,575	968,859	1,048,737	570,871
<i>Great Lakes.</i>										
Burlington, Vt.			51							
Buffalo, N. Y.	371	230	56	146	42	26	33	16,865	5,201	198
Chicago, Ill.						2,081	10,354	89,398	18,569	
Cleveland, Ohio.	22,096	32,737	35,689	6,964	28,035	50,264	79,772	134,616	89,660	23,563
Detroit, Mich.	48,298	23,947	10,261	1,815	7,959	47,532	60,770	144,566	108,458	32,861
Duluth, Minn.						9,129	25,082	81,483	87,520	9,551
Erie, Pa.	37									1,133
Grand Haven, Mich.	98	14	91	200	94					
Marquette, Mich.		187								
Milwaukee, Wis.	968	320	1,645		2,284	1,210	13,315	30,523	32,446	9,250
Port Huron, Mich.								21,354	12,394	10,709
Toledo, Ohio.	3,345	6,995	260			8,838	13,970	25,590	30,732	7,677
Total.	75,213	64,430	47,959	9,125	38,364	118,580	203,296	494,365	331,980	94,941

Tonnage of steel steam vessels built during the last 10 years—Continued.

Port.	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921
<i>Western rivers.</i>										
Cairo, Ill.				14						
Dubuque, Iowa	82				46	73				
Evansville, Ind.		195	7							
Kansas City, Mo.								144		
Louisville, Ky.		770		273		1,067				413
Memphis, Tenn.	276	9	17			27				
New Orleans, La.	11	416	3,080				56		732	
Cincinnati, Ohio.				191						
Pittsburgh, Pa.			267	455		99	1,178	676	1,626	3,392
Rock Island, Ill.		9								
St. Louis, Mo.	16	129	19			366				3,074
Wheeling, W. Va.	8									
Total	393	1,528	3,340	933	46	1,632	1,234	820	2,358	6,879
Grand total	119,181	205,675	195,611	127,597	232,464	431,304	962,547	2,540,075	3,279,852	2,000,994

2. STEEL MERCHANT VESSELS BUILDING, OR UNDER CONTRACT TO BE BUILT, FOR PRIVATE SHIPOWNERS JULY 1, 1921.

AMERICAN BRIDGE CO., AMBRIDGE, PA.

Number of vessels.	Aggregate tonnage.	Owner.	Type.
14	6,650	Carnegie Steel Co.	Coal barges.
3	3,078	New York Dock Railway	Car floats.
2	750	Carnegie Steel Co.	Towboats.
2	950	W. G. Coyle & Co. (Inc.)	Coal barges.

AMERICAN SHIPBUILDING CO., CLEVELAND, OHIO.

Name or hull number.	Gross tonnage.	Speed in knots.	Owner.	Trade.	Probable date of launch.
Chippewa (No. 282)	2,300	9½	Independent Steamship Co.	Cargo	Oct. 21, 1920 ¹
Cayuga (No. 283)	2,300	9½	do.	do.	Do.
Oneida (No. 284)	2,300	9½	do.	do.	Do.
Onondaga (No. 285)	2,300	9½	do.	do.	Do.
Kiowa (No. 286)	2,300	9½	do.	do.	Do.
J. Davidson (No. 288)	8,260	12	Globe Steamship Co.	do.	Oct. 26, 1920 ¹

BALTIMORE DRY DOCKS & SHIPBUILDING CO., BALTIMORE, MD.

No. 125	4,450	10	Calvert Navigation Co.	Bulk oil	
No. 126	7,245	10	do.	do.	
S. O. Co. No. 7	293	8½	Standard Oil Co. of New Jersey	do.	
No. 128	330		City of Baltimore	Fire boat	Nov. 1, 1921

BATH IRON WORKS, BATH, ME.

Thomas P. Beal	6,253	10	Crowell & Thurlow Steamship Co.		June 16, 1921 ¹
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BETHLEHEM SHIPBUILDING CORP., FORE RIVER PLANT, QUINCY, MASS.

Wm. Boyce Thompson	7,000	11	Sinclair Navigation Co.	Bulk oil	(¹)
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BETHLEHEM SHIPBUILDING CORP., HARLAN PLANT, WILMINGTON, DEL.

No. 3477	1,462	9½	Atlantic Refining Co.	Coastal	Dec. 31, 1921
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¹ Launched.

2. STEEL MERCHANT VESSELS BUILDING, OR UNDER CONTRACT TO BE BUILT, FOR
PRIVATE SHIPOWNERS JULY 1, 1921.—Continued.

BETHLEHEM SHIPBUILDING CORP., SPARROWS POINT PLANT, SPARROWS POINT, MD.

Name or hull number.	Gross tonnage.	Speed in knots.	Owner.	Trade.	Probable date of launch.
Agwipond.....	8,400	10½	Atlantic, Gulf & West Indies Steamship Co.	Bulk oil.....	Feb. 9, 1921 ¹
No. 4209.....	8,400	.....	Lux Navigation Co.	do.....	Apr. 16, 1921 ¹
G. Harrison Smith.....	13,350	.....	International Petroleum Co.	Ore and oil.....	
No. 4211.....	13,350	.....	Ore Steamship Co.	do.....	
No. 4212.....	13,350	.....	do.	do.....	
No. 4213.....	13,350	.....	do.	do.....	

BETHLEHEM SHIPBUILDING CORP., UNION PLANT, SAN FRANCISCO, CALIF.

No. 5309.....	13,350	.....	Ore Steamship Co.	Ore and oil..	
No. 5310.....	13,350	.....	do.	do.	
F. H. Hillman.....	10,000	10½	Standard Oil Co. of California	Bulk oil.....	
No. 5312.....	10,000	10½	do.	do.	
No. 5313.....	10,000	10½	do.	do.	

CHICKASAW SHIPBUILDING & CAR CO., MOBILE, ALA.

Memphis City No. (12).	6,400	12	United States Steel Corp.	Freighter...	(¹)
Knoxville City (No. 13).	6,400	12	do.	do.	
No. 14.....	6,400	12	do.	do.	

DOULLUT & WILLIAMS SHIPBUILDING CO. (INC.), NEW ORLEANS, LA.

	500	.....	Builder's account.....	Bulk oil.....	
	500	.....	do.	do.	
	500	.....	do.	do.	
	500	.....	do.	do.	
	500	.....	do.	do.	
	500	.....	do.	do.	
	500	.....	do.	do.	

DRAVO CONTRACTING CO., PITTSBURGH, PA.

W-169.....	1,200	.....	Keystone Sand & Supply Co.		Sept. —, 1921
W-170.....	1,200	.....	do.		Do.
W-171.....	1,200	.....	do.		Do.
W-172.....	1,200	.....	do.		Do.
W-177.....	1,056	.....	Gulf Refining Co.		Aug. —, 1921
W-178.....	1,056	.....	do.		Do.
W-179.....	1,056	.....	do.		Do.
W-189.....	360	.....	Barague Sugar Co.		Do.
W-190.....	360	.....	do.		Do.

FEDERAL SHIPBUILDING CO., NEWARK, N. J.

Victrolite (No. 49).....	10,396	11½	Standard Oil Co. of New Jersey	Bulk oil.....	June 14, 1921 ¹
J. A. Moffett, jr. (No. 50)	10,396	11½	do.	do.	Jan. —, 1921 ¹
No. 43.....	6,000	.....	United States Steel Products Co.	Cargo.....	Oct. —, 1921
No. 44.....	6,000	.....	do.	do.	Do.
No. 45.....	6,000	.....	do.	do.	
New York Dry Dock Railway 10.	1,000	.....	New York Dock Co.	Car float...	Sept. —, 1921
No. 66.....	1,000	.....	do.	do.	Do.
No. 67.....	1,000	.....	do.	do.	Do.

GEORGE LAWLEY & SON CORP., NEPONSET, MASS.

Guinevere.....	500	10	Edgar Palmer.....	Yacht.....	Apr. 21, 1921 ¹
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¹ Launched.

2. STEEL MERCHANT VESSELS BUILDING, OR UNDER CONTRACT TO BE BUILT, FOR PRIVATE SHIPOWNERS JULY 1, 1921—Continued.

GLOBE SHIPBUILDING & DRY DOCK CO., BALTIMORE, MD.

Vessel.	Gross tonnage.	Speed in knots.	Owner.	Trade.	Probable date of launch.
San Leopoldo.....	5,718	11½	Eagle Oil & Transport Co., London, England.	Bulk oil.....	June 25, 1921
No. 102.....	5,718	11½	.....do.....	.....do.....	July 30, 1921

HERRESHOFF MANUFACTURING CO., BRISTOL, R. I.

No. 377.....	275	Alexander Winton.....	Yacht.....	Mar. —, 1921
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JAMES REES & SONS CO., PITTSBURGH, PA.

	294	14	La Belle Iron Works.....	Tow.....	
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JOHNSON IRON WORKS, DRY DOCK & SHIPBUILDING CO., NEW ORLEANS, LA.

No. 148.....	225	Builder's account.....	Bulk oil.....	Sept. 28, 1921 ¹
No. 149.....	225	.....	.....do.....	.....do.....	.....
No. 150.....	648	.....	New England Fuel & Oil Corp.....	.....do.....	Mar. 23, 1921 ¹
No. 151.....	648	.....	.....do.....	.....do.....	June 23, 1921 ¹
No. 152.....	619	.....	.....do.....	.....do.....	Dec. 15, 1920 ¹
No. 153.....	619	.....	.....do.....	.....do.....	Jan. 21, 1921 ¹
No. 154.....	619	.....	.....do.....	.....do.....	Feb. 21, 1921 ¹
Louisiana Girl (No. 156)	106	.....	Gulf Refining Co.....	.....do.....	May 21, 1921 ¹
No. 157.....	106	.....	.....do.....	.....do.....	May 27, 1921 ¹
No. 160.....	.....	.....	Builder's account.....	Dredge.....	June 1, 1921 ¹

KYLE & PURDY (INC.), CITY ISLAND, N. Y.

Crane.....	355	10	East Coast Fisheries Co.....	Trawler.....	May —, 1920
Halcyon.....	355	10	.....do.....	.....do.....	Do.

McDOUGALL-DULUTH CO., DULUTH, MINN.

I. L. I. 105.....	1,040	8	Interwaterways Line (Inc.).....	Canal boat..	June 1, 1921
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MANITOWOC SHIPBUILDING CO., MANITOWOC, WIS.

American.....	1,400	8½	American Sand & Gravel Co.....	Sand dredge.	May 21, 1921
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MARIETTA MANUFACTURING CO., DULUTH, MINN.

Carrare.....	450	Tropical Oil Co. of South America.	Fire tube....	
Guayabito.....	450	.....	.....do.....	.....do.....	

MERCHANT SHIPBUILDING CORP., CHESTER, PA.

Playa.....	6,816	10½	Union Oil Co.....	Bulk oil.....	June 4, 1921 ¹
Robert E. Hopkins (No. 383).....	6,653	10½	Tidewater Oil Co.....	.....do.....	Aug. 6, 1921 ¹
No. 384.....	6,653	10½	.....do.....	.....do.....	Sept. 3, 1921 ¹
No. 385.....	7,800	11	American-Hawaiian Co.....	Freighter.....	Oct. —, 1921
No. 386.....	7,800	11	.....do.....	.....do.....	Nov. —, 1921
No. 387.....	.....	.....	City of Philadelphia	Fire boat.....	Dec. 2, 1921

¹ Launched.

2. STEEL MERCHANT VESSELS BUILDING, OR UNDER CONTRACT TO BE BUILT, FOR PRIVATE SHIPOWNERS JULY 1, 1921—Continued.

MERRILL STEVENS CO., JACKSONVILLE, FLA.

Name or hull number.	Gross tonnage.	Speed in knots.	Owner.	Trade.	Probable date of launch.
No. 109.....	300	(¹)	Arrellano & Mendoza, Havana, Cuba.	.....	Mar. —, 1921 ²

MOORE SHIPBUILDING CO., OAKLAND, CALIF.

H. T. Harper (No. 163).....	4,700	.....	Standard Oil Co. of California.....	Bulk Oil....	June 16, 1921 ²
Tamiahua (No. 165).....	11,400	11	Southern Pacific.....	do.....	Mar. —, 1921
Birkenhead (No. 166).....		11	Vacuum Oil Co.....	do.....	Do.

NASHVILLE BRIDGE CO., NASHVILLE, TENN.

	1,000	(¹)	.....	Bulk oil....	Nov. —, 1920
	1,000	(¹)	.....	do.....	Do.
	1,000	(¹)	.....	do.....	Do.
No. 5.....	200	(¹)	Foreign.....	Cargo.....	Jan. —, 1921
No. 6.....	200	(¹)	do.....	do.....	Do.
No. 7.....	200	(¹)	do.....	do.....	Do.
No. 8.....	200	(¹)	do.....	do.....	Do.
No. 14.....	300	(¹)	Builder's account.....	do.....	Feb. 8, 1921
No. 18.....	300	(¹)	do.....	do.....	Apr. 2, 1921 ²
No. 19.....			do.....	do.....	Mar. 1, 1921
No. 21.....	100		do.....	Tug.....	June 6, 1921 ²
No. 27.....	300	(¹)	do.....	do.....	May 15, 1921
No. 28.....	300	(¹)	do.....	do.....	Do.
No. 29.....	300	(¹)	do.....	do.....	Do.
No. 30.....	300	(¹)	do.....	do.....	Do.

NEW JERSEY DRY DOCK CO., ELIZABETH, N. J.

Gannet.....	440	J. W. SULLIVAN CO.....	Aug. 4, 1920 ²
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NEWPORT NEWS SHIPBUILDING & DRY DOCK CO., NEWPORT NEWS, VA.

No. 261.....	13,500	10½	Standard Oil Co. of New Jersey...	Bulk oil....	Aug. —, 1921
No. 262.....	13,500	10½	do.....	do.....	Oct. —, 1921

NEW YORK SHIPBUILDING CORP., CAMDEN, N. J.

Camden.....	6,800	11½	United Fruit Co.....	.....	Nov. 24, 1921 ²
Empire Arrow.....	7,800	11	Standard Transportation Co. of New York.	Bulk oil....	May 24, 1921 ²
Levant Arrow.....	7,800	11	do.....	do.....	Spring, 1921
No. 263.....	6,000	15½	Munson Steamship Line.....	Passenger and cargo.	Sept. —, 1921
Eurana.....	6,795	11	Builder's account.....	Bulk oil....	—, 1921
No. 265.....	6,795	11	do.....	do.....	Do.
Dixie Arrow.....	7,800	10½	Standard Transportation Co. of New York.	do.....	Fall, 1921.
No. 267.....	10,300	15	Imperial Japanese Navy.....	Fuel ship...	—, 1922

OSCAR DANIELS CO., TAMPA, FLA.

T. J. Williams.....	8,000	.....	Standard Oil Co.....	Bulk oil....	May 3, 1921 ²
Byron P. Benson.....	8,000	.....	do.....	do.....	Sept. —, 1921

¹ No power.² Launched.

2. STEEL MERCHANT VESSELS BUILDING, OR UNDER CONTRACT TO BE BUILT, FOR PRIVATE SHIPOWNERS JULY 1, 1921—Continued.

RITER-CONLEY CO., PITTSBURGH, PA.

Name or hull number.	Gross tonnage.	Speed in knots.	Owner.	Trade.	Probable date of launch.
No. 301.....	900	.....	Pittsburgh Coal Co.....	.....	.....
No. 302.....	900	.....	do.....	.....	.....
No. 303.....	900	.....	do.....	.....	.....
No. 304.....	900	.....	do.....	.....	.....
No. 305.....	900	.....	do.....	.....	.....
No. 306.....	900	.....	do.....	.....	.....
No. 307.....	900	.....	do.....	.....	.....
No. 308.....	900	.....	do.....	.....	.....
No. 309.....	900	.....	do.....	.....	.....
No. 310.....	900	.....	do.....	.....	.....

SOUTHWESTERN SHIPBUILDING CO., SAN PEDRO, CALIF.

No. 23.....	4,800	11	Union Oil Co. of California.....	Bulk oil.....	Mar. — 1921
Scopas.....	5,600	11	Anglo-Saxon Petroleum Co.....	do.....	May 28, 1921 ¹
Silvanus.....	5,600	11	do.....	do.....	June 30, 1921 ¹
No. 26.....	5,600	11	do.....	do.....	Apr. —, 1921

STANDARD SHIPBUILDING CO., SHOOTERS ISLAND, N. Y.

No. 28.....	5,600	11	Eagle Oil Transport Co., London	Bulk oil.....	Dec. 18, 1920 ¹
No. 29.....	5,600	11	do.....	do.....	Jan. 29, 1921 ¹
No. 30.....	5,600	11	do.....	do.....	Mar. 5, 1921 ¹
No. 31.....	5,600	11	do.....	do.....	Apr. 16, 1921 ¹
John Purroy Mitchell..	350	12	City of New York.....	Fire boat.....	.....

STATEN ISLAND SHIPBUILDING CO., PORT RICHMOND, N. Y.

No. 736.....	400	12	Staples Transportation Co.....	Towing.....	Aug. 5, 1921
No. 737.....	1,364	18	City of New York.....	Ferry.....	Oct. 1, 1921

SUN SHIPBUILDING CO., CHESTER, PA.

Agwimea (No. 41).....	8,000	12	Atlantic, Gulf & West Indies Steamship Co.	Bulk oil.....	.....
No. 42.....	8,000	12	do.....	do.....	.....
No. 43.....	8,000	12	do.....	do.....	.....
J. N. Pew (No. 39).....	8,000	10½	Bullder's account.....	do.....	Apr. 23, 1921 ¹
No. 46.....	8,100	10½	do.....	do.....	Aug. 31, 1921

TEXAS STEAMSHIP CO., BATH, ME.

No. 32.....	6,700	11½	Bullder's account.....	Bulk oil.....	Nov. —, 1921
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UNION CONSTRUCTION CO., OAKLAND, CALIF.

Acardo (No. 15).....	5,605	11	Anglo-Saxon Petroleum Co.....	Bulk oil.....
No. 21.....	5,605	11	do.....	do.....	May 21, 1921
No. 22.....	5,605	11	do.....	do.....	July 2, 1921
Amalthur (No. 23).....	5,605	11	do.....	do.....	Aug. 11, 1921

Total vessels, 161; total tonnage, 563,857.

¹ Launched.

APPENDIX F.

THE WORLD'S TONNAGE, MOTIVE POWER, AND MATERIALS OF CONSTRUCTION.

The following tables give the latest information available as to the tonnage of the merchant marine of the world:

Table 1 is a compilation from the annual report of the British Board of Trade, received December, 1913. The reports, containing figures later than 1912, have not been received. The figures are based on the official figures (some gross, some net) of the various Governments. It shows the tonnage of principal nations and tonnage added annually for a term of years.

Tables 2 and 3 are from the annual volumes of the great classification societies—Lloyd's and the Bureau Veritas. The minimum tonnage recognized by these societies is considerably higher than the legal basis of official returns of any Government. Neither society takes any cognizance in its statistics of steam vessels of less than 100 tons. Both societies consider only net tonnage in the case of sailing vessels—Lloyd's taking cognizance of those over 100 net tons, the Bureau Veritas of those over 50 tons. The gross tonnage of sailing vessels generally is only about 5 per cent greater than their net tonnage. The promptitude of these large private companies brings their figures down to a much more recent date than Government reports. The volume of the *Répertoire Général*, published by the Bureau Veritas, is dated November, 1920; the current volume of Lloyd's Register, July, 1921.

Table 4 is compiled from Lloyd's Register for 1921-22 and for a period of years and shows the motive power and chief materials of construction of the world's merchant navies as recorded by Lloyd's. The increase of gross tonnage with the nearly stationary number of vessels gives a rough measure of the increasing size of vessels due to the increasing use of steel. The steady increase in the number of steam vessels and marked increase in their tonnage with a decrease in both number and tonnage of sailing vessels will be noted. Like figures for Great Britain, the British colonies, France, Germany, and Japan have been compiled from Lloyd's.

Table 5 shows the vessels of over 100 tons built during each of the 10 years enumerated therein according to returns received by Lloyd's.

Table 6 contains the essential parts of Lloyd's annual summary of shipbuilding returns for the calendar year 1920.

Table 7 gives Lloyd's report of the world's construction in progress on June 30, 1921. This report excludes warships.

THE WORLD'S MERCHANT MARINE.

1. WORLD'S TONNAGE, BASED ON OFFICIAL RETURNS, 1850-1911 (FROM RETURN ON PROGRESS OF BRITISH SHIPPING FOR 1912).

[There is no uniformity in these returns, some nations resting statistics on gross, but the majority on net, tonnage. The minimum tonnage recognized by the laws of each nation is stated.]

Country and class.	1850	1860	1870	1880	1890	1900	1910	1911
Russia (25 tons and upward):	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Sail.....				373, 594		269, 480	260, 116	254, 330
Steam.....				88, 990		364, 361	463, 446	498, 472
Total.....				467, 884		633, 821	723, 562	742, 802
Finland (all tonnages):								
Sail.....				276, 877		287, 154	321, 200	327, 625
Steam.....				11, 431		53, 561	71, 594	72, 013
Total.....				288, 308		340, 715	392, 794	399, 638
Norway (4 tons and upward):								
Sail.....			1, 008, 800	1, 460, 596	1, 502, 594	1, 002, 675	630, 287	738, 197
Steam.....			13, 716	58, 062	203, 115	505, 443	897, 440	987, 832
Total.....	298, 315	558, 927	1, 022, 515	1, 518, 658	1, 705, 699	1, 508, 118	1, 527, 727	1, 646, 030

1. WORLD'S TONNAGE, BASED ON OFFICIAL RETURNS, 1850-1911 (FROM RETURN ON PROGRESS OF BRITISH SHIPPING FOR 1912)—Continued.

Country and class.	1850	1860	1870	1880	1890	1900	1910	1911
Sweden (20 tons and upward): ¹								
Sail.....	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Steam.....				461,593	369,690	288,687	175,916	154,968
				81,049	141,267	325,105	596,763	610,100
Total.....			346,862	542,642	510,947	613,792	772,679	765,068
Denmark (4 tons and upward):								
Sail.....			168,193	197,509	189,406	158,308	131,342	124,510
Steam.....			10,453	51,957	112,788	250,137	415,496	414,353
Total.....			178,646	249,466	302,194	408,440	546,838	538,863
Germany (17.50 tons and upward):								
Sail.....			900,361	965,767	709,761	593,770	506,837	510,069
Steam.....			81,994	215,758	723,652	1,347,875	2,396,733	2,513,666
Total.....			982,355	1,181,525	1,433,413	1,941,645	2,903,570	3,023,725
Holland:								
Sail.....	289,870	423,790	370,159	263,887	127,200	78,493	45,936	42,312
Steam.....	2,706	10,132	19,455	64,394	128,511	268,430	488,339	523,301
Total.....	292,576	433,922	389,614	328,281	255,711	346,923	534,275	565,613
Belgium (50 tons and upward):								
Sail.....	33,315	28,857	20,648	10,442	4,893	741	3,402	5,906
Steam.....	1,604	4,254	9,501	65,224	71,553	112,518	187,730	160,515
Total.....	34,919	33,111	30,149	75,666	75,946	113,259	191,132	166,420
France (2 tons and upward):								
Sail.....	674,228	928,009	917,633	641,539	444,092	510,175	636,081	624,521
Steam.....	13,925	68,025	154,415	277,769	499,921	527,551	815,567	838,118
Total.....	688,153	996,124	1,072,048	919,298	944,013	1,037,726	1,451,648	1,462,639
Portugal (15 tons and upward):								
Sail.....						57,925	43,844	43,844
Steam.....						51,506	70,193	70,193
Total.....						109,431	114,037	114,037
Spain (50 tons and upward):								
Sail.....				326,438	210,247	95,187	44,940	44,325
Steam.....				233,695	407,935	679,392	744,517	750,081
Total.....				560,133	618,182	774,579	789,457	794,406
Italy (2 tons and upward):								
Sail.....			980,064	922,146	634,149	568,164		410,791
Steam.....			32,100	77,050	186,567	376,844		696,994
Total.....			1,012,164	999,196	820,716	945,008		1,107,785
Austria-Hungary:								
Sail.....			279,400	228,228	109,980	25,342	32,235	32,871
Steam.....			49,977	62,743	94,234	239,324	477,616	462,970
Total.....			329,377	290,971	204,214	264,666	509,851	495,841
Greece:								
Sail.....			398,708		226,702	175,967	145,284	
Steam.....			5,360		44,684	143,436	301,785	
Total.....		263,075	404,068		271,386	319,303	447,069	
China:								
Sail.....					11,801	20,541	14,314	15,679
Steam.....				21,694	29,766	18,215	88,888	90,139
Total.....				21,694	41,567	38,756	103,202	105,818

¹ Prior to 1895 steam vessels of all tonnages and sailing vessels above 10 tons were included.² Excluding small coasting vessels and fishing boats.

1. WORLD'S TONNAGE, BASED ON OFFICIAL RETURNS, 1850-1911 (FROM RETURN ON PROGRESS OF BRITISH SHIPPING FOR 1912)—Continued.

Country and class.	1850	1860	1870	1880	1890	1900	1910	1911
Japan:	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Sail.....				48,094	52,880	320,572	412,859	451,520
Steam.....				41,215	93,812	543,366	1,233,785	1,386,534
Total.....				89,309	145,692	863,938	1,646,644	1,838,054
United Kingdom:								
Sail.....	3,396,659	4,204,390	4,577,855	3,851,045	2,936,021	2,096,498	1,113,944	902,718
Steam.....	168,474	454,327	1,112,934	2,723,468	5,042,517	7,207,610	10,442,719	10,992,073
Total.....	3,565,133	4,658,687	5,690,789	6,574,513	7,978,538	9,304,108	11,556,663	11,894,791

2. NUMBER AND NET AND GROSS TONNAGE OF STEAM AND SAILING VESSELS AS RECORDED BY THE BUREAU VERITAS FOR 1920-21.

The following table shows the number and gross and net tonnage of steamers of 100 gross tons and over and number and net tonnage of sailing vessels of 50 net tons and over, as given in the Répertoire Général of the Bureau Veritas for 1920-21:

Flag.	Steamers of 100 tons and upward.			Sailing vessels of 50 tons and upward.		Total.	
	Number.	Gross tons.	Net tons.	Number.	Net tons.	Number.	Tonnage.
British.....	9,057	19,893,429	12,025,914	4,450	625,423	13,507	20,518,852
American.....	4,079	13,359,073	8,626,392	1,658	936,524	5,737	14,295,597
French.....	1,734	2,974,320	1,745,780	738	266,741	2,472	3,241,061
Japanese.....	1,677	2,967,630	1,900,182	1,562	203,370	3,239	3,201,000
Italian.....	817	2,270,974	1,386,797	900	135,984	1,717	2,406,968
Norwegian.....	1,443	1,888,839	1,149,073	463	225,351	1,906	2,114,190
Dutch.....	860	1,812,068	1,084,913	320	36,290	1,180	1,848,348
Spanish.....	584	1,052,910	591,167	232	50,195	816	1,103,105
Swedish.....	974	887,818	591,219	861	117,924	1,835	1,005,742
Russian.....	607	630,330	361,863	1,708	261,748	2,315	892,078
German.....	915	418,043	221,113	1,270	341,530	2,185	759,573
Danish.....	650	653,649	388,891	596	97,150	1,246	750,799
Greek.....	292	537,336	321,948	587	108,527	879	645,863
Brazilian.....	297	474,752	291,043	85	20,761	382	495,513
Belgian.....	225	460,941	285,785	10	3,718	235	464,659
Finnish.....	117	72,254	45,179	1,945	266,798	2,062	339,052
Portuguese.....	132	233,193	140,040	222	44,872	354	278,065
Turkish.....	77	65,966	31,166	949	197,870	1,026	263,836
Argentinian.....	135	145,332	87,198	57	23,007	192	168,339
Chinese.....	100	151,370	92,486	7	152,235	107	152,235
Chilean.....	89	85,082	54,359	28	22,598	117	107,680
Romanian.....	42	76,017	44,206	1	202	43	76,219
Uruguayan.....	27	61,538	32,776	43	17,125	70	68,763
Cuban.....	41	44,312	27,411	146	14,726	187	59,038
Peruvian.....	15	32,583	18,426	40	21,271	55	53,854
Mexican.....	33	31,169	18,568	16	2,483	49	33,652
Austrian.....	79	26,985	14,598	95	6,508	174	33,493
Siamese.....	17	18,661	11,131	.....	.....	17	18,661
Honduran.....	6	11,447	7,140	4	510	11	11,957
Bulgarian.....	6	8,670	5,358	1	393	7	9,063
Venezuelan.....	9	4,853	2,561	9	1,163	18	6,016
Czecho-Slovak.....	1	4,735	3,560	.....	.....	1	4,735
Estonian.....	3	4,420	2,831	.....	.....	3	4,420
Egyptian.....	8	2,180	948	6	1,968	14	4,148
Sarawak.....	6	3,907	2,324	.....	.....	6	3,907
Yugo-Slav.....	3	3,055	1,455	.....	.....	3	3,055
Guatemalan.....	1	2,195	1,629	.....	.....	1	2,195
Colombian.....	2	1,056	616	2	262	4	1,318
Montenegrin.....	.....	.....	.....	5	1,275	5	1,275
Latvian.....	1	1,268	543	.....	.....	1	1,268
Zanzibar.....	2	1,220	513	.....	.....	2	1,220
Moroccan.....	3	1,142	327	.....	.....	3	1,142
Albanese.....	.....	.....	.....	3	858	3	858
Tunisian.....	.....	.....	.....	5	430	5	430
Dominican.....	.....	.....	.....	3	288	3	288
Serbian.....	1	264	112	.....	.....	1	264
Polish.....	1	186	64	.....	.....	1	186
Bornean.....	1	185	121	.....	.....	1	185
Haitian.....	.....	.....	.....	1	84	1	84
Cretean.....	.....	.....	.....	1	83	1	83
Panaman.....	.....	.....	.....	1	69	1	69
Unknown.....	192	767,086	473,860	40	9,476	232	776,562
Total.....	25,362	52,155,633	32,091,761	19,070	4,066,420	44,432	56,222,053

3. NUMBER, GROSS TONNAGE, AND DESCRIPTION OF THE VESSELS, OF 100 TONS AND UPWARDS, BELONGING TO EACH OF THE SEVERAL COUNTRIES OF THE WORLD, AS RECORDED IN LLOYD'S REGISTER, 1921-22.

Flag.	Steamers and motor vessels.							
	Steel.		Iron.		Wood and composite.		Total.	
	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.
British:								
United Kingdom.....	7,685	19,015,207	708	273,191	186	31,655	8,579	19,320,053
Australia and New Zealand.	365	603,746	69	27,530	136	40,570	570	672,146
Canada—								
Coast.....	315	730,462	28	19,506	198	85,307	541	835,275
Lakes.....	66	157,873	6	5,883	.....	.....	72	163,756
India and Ceylon.....	130	175,289	11	8,318	6	3,277	147	186,884
Other dominions.....	287	334,829	62	49,578	66	26,085	415	410,492
Total.....	8,848	21,017,406	884	384,306	592	186,894	10,324	21,588,606
American (U. S.):								
Sea.....	2,801	12,125,503	119	188,659	859	1,196,980	3,779	13,511,142
Northern Lakes.....	460	2,153,762	8	9,382	.....	.....	468	2,163,144
Philippine Islands.....	30	37,839	24	21,623	42	12,636	96	72,098
Total.....	3,291	14,317,104	151	219,664	901	1,209,616	4,343	15,746,384
Argentine.....	137	133,856	21	10,453	5	1,492	163	145,801
Belgian.....	237	532,955	7	3,154	9	10,532	253	546,641
Brazilian.....	315	438,770	30	33,648	6	4,018	351	476,436
Chilean.....	65	72,037	20	22,894	16	4,636	101	99,567
Chinese.....	85	132,963	14	15,900	23	14,174	122	163,087
Cuban.....	29	42,045	6	3,377	9	4,756	44	50,178
Danish.....	488	835,375	50	30,436	49	17,241	587	883,052
Dutch.....	951	2,191,592	46	15,791	7	1,050	1,004	2,208,433
Estonian.....	23	24,927	9	4,264	3	588	35	29,779
Finnish.....	71	72,307	29	10,859	45	23,089	145	106,255
French.....	1,339	2,931,131	144	114,500	179	253,164	1,662	3,298,795
German.....	996	611,399	92	42,674	2	334	1,090	654,407
Greek.....	216	508,723	108	67,201	18	11,326	342	587,250
Italian.....	658	2,232,637	139	145,085	96	89,815	893	2,467,537
Japanese.....	1,133	2,947,266	85	115,569	815	291,971	2,033	3,354,806
Latvian.....	31	33,794	10	5,886	2	373	43	40,052
Norwegian.....	1,312	2,192,295	147	92,613	271	86,143	1,730	2,371,061
Peruvian.....	22	52,283	3	2,789	3	2,104	28	67,176
Portuguese.....	126	229,193	15	13,228	17	7,700	158	250,121
Rumanian.....	32	70,782	5	3,191	.....	.....	37	73,973
Russian.....	309	340,799	128	59,758	13	3,119	450	403,676
Spanish.....	462	965,003	163	128,924	64	17,636	689	1,111,563
Swedish.....	661	873,732	265	163,641	199	48,611	1,125	1,085,984
Uruguayan.....	33	70,515	3	875	4	1,714	40	73,104
Other countries.....	213	166,543	40	34,303	17	6,417	270	207,263
Flag not recorded.....	303	727,027	57	34,882	11	3,489	371	765,398
Total.....	22,386	54,764,459	2,671	1,779,864	3,376	2,302,002	28,433	58,846,325

3. NUMBER, GROSS TONNAGE, AND DESCRIPTION OF THE VESSELS, OF 100 TONS AND UPWARDS, BELONGING TO EACH OF THE SEVERAL COUNTRIES OF THE WORLD, AS RECORDED IN LLOYD'S REGISTER, 1921-22—Continued.

Flag.	Sailing vessels.								Grand total.	
	Steel.		Iron.		Wood and composite		Total.			
	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.
British:	277	207,260	49	20,323	129	23,918	455	251,501	9,034	19,571,554
United Kingdom.....	6	3,198	13	9,380	26	9,213	45	21,791	615	693,937
Australia and New Zealand.....	8	11,261	4	3,823	336	119,996	348	135,080	889	970,355
Canada—Coast.....	1	990			42	9,495	43	10,485	72	163,756
Lakes.....	20	12,140	14	6,816	184	44,379	218	63,335	190	197,369
India and Ceylon.....									633	473,827
Other dominions.....										
Total.....	312	234,849	80	40,342	717	207,001	1,109	482,192	11,433	22,070,798
American (U. S.):										
Sea.....	95	164,652	43	60,471	1,041	960,823	1,179	1,185,946	4,958	14,697,088
Northern Lakes.....	26	91,786					26	91,786	494	2,254,930
Philippine Islands.....					3	1,886	3	1,886	99	73,984
Total.....	121	256,438	43	60,471	1,044	962,709	1,208	1,279,618	5,551	17,026,002
Argentine.....	25	12,661	6	4,874	15	3,818	46	21,353	209	167,154
Belgian.....	1	2,738	1	1,423	1	229	3	4,390	256	551,031
Brazilian.....	8	4,060	5	7,443	38	11,386	51	22,889	402	499,325
Chilean.....			5	7,327	18	6,553	23	13,880	124	113,447
Chinese.....									122	163,037
Cuban.....	5	5,657	2	1,437	8	1,281	15	8,375	59	58,553
Danish.....	31	24,895	17	21,595	163	34,922	211	81,412	798	964,464
Dutch.....	48	10,910	2	2,427	15	4,017	65	17,354	1,069	2,225,787
Estonian.....	1	178			54	11,226	55	11,404	90	41,183
Finnish.....	23	33,597	15	22,944	147	35,556	185	92,097	330	198,352
French.....	130	275,886	7	10,452	245	67,116	382	353,454	2,044	3,652,249
German.....	122	49,764	5	1,896	38	11,383	165	63,043	1,255	717,450
Greek.....	2	5,124	2	2,084	16	5,471	20	12,679	362	599,929
Italian.....	40	65,196	29	36,658	309	81,182	378	183,036	1,271	2,650,573
Japanese.....									2,033	3,364,806
Latvian.....					56	13,290	56	13,290	99	53,342
Norwegian.....	64	104,650	61	85,495	34	22,862	159	213,007	1,889	2,684,058
Peruvian.....	4	8,232	4	6,650	32	15,109	40	29,991	68	87,167
Portuguese.....	5	5,327	1	814	120	40,585	126	46,726	284	296,847
Rumanian.....									37	73,973
Russian.....	3	5,366	1	1,925	11	1,492	15	8,783	465	412,459
Spanish.....	6	5,808	13	18,495	120	29,675	139	53,978	828	1,165,541
Swedish.....	21	17,938	9	11,766	198	44,523	228	74,227	1,363	1,160,211
Uruguayan.....	2	3,766	7	6,946	5	2,070	14	12,782	54	85,886
Other countries.....	7	4,820			27	6,682	34	11,502	304	218,765
Flag not recorded.....	5	2,314	1	1,013	40	13,539	46	16,866	417	782,264
Total.....	966	1,140,174	316	354,477	3,471	1,633,677	4,773	3,128,328	33,206	61,974,653

NOTES.—A considerable number of vessels which are not yet completed appear in Table 3.

Steamers of less than 100 tons gross and sailing vessels of less than 100 tons net are not included.

Vessels trading on the Caspian Sea and wood vessels trading on the Great Lakes of North America are not included.

In the absence of satisfactory information the records of most of the sailing vessels belonging to Greece, Turkey, and southern Russia are omitted from Table 3.

Japanese sailing vessels are not recorded in Lloyd's Register, and therefore do not appear in Table 3.

Under the heading of "No flag recorded" are included all vessels entered in Lloyd's Register without record of flag, viz:

(a) Ex-German steamers of 1,600 tons gross and above, the allocation of which is not yet known, and a number of ex-Austro-Hungarian vessels inserted in Lloyd's Register as being registered at Fiume or ports south of Fiume.

(b) Vessels registered at Danzig and Memel.

(c) Some other vessels regarding which no definite information has been received.

4. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE.

[Recorded in Lloyd's, 100 tons or over.]

THE WORLD.

Year.	Total vessels.		Steam.			Sail.	
	Number.	Tons.	Number.	Gross tons.	Net tons.	Number.	Net tons.
1890.....	32,298	22,151,651	11,108	12,985,372	8,295,514	21,190	9,166,279
1895.....	30,368	25,107,632	13,256	16,887,971	10,573,642	17,112	8,219,661
1900.....	28,422	29,043,728	15,898	22,369,358	13,856,513	12,524	6,674,370
1905.....	29,756	36,000,893	19,153	29,963,392	18,583,769	10,603	6,037,501
1910.....	30,058	41,914,765	22,008	37,290,695	23,046,122	8,050	4,624,070
1914.....	30,836	49,089,552	24,444	45,403,377	27,987,782	6,392	3,685,675
1915.....	30,720	49,261,769	24,508	45,729,208	28,159,895	6,212	3,532,561
1916.....	30,167	48,683,136	24,132	45,247,724	27,858,260	6,035	3,435,412
1919.....	29,255	50,919,273	24,386	47,897,407	.....	4,869	3,021,866
1920.....	31,695	57,314,065	26,513	53,904,688	.....	5,082	3,409,377
1921.....	33,206	61,974,653	28,433	58,846,325	.....	4,773	3,128,328

Year.	Power.	Wood.		Iron.		Steel.	
		Number.	Tons.	Number.	Tons.	Number.	Tons.
1890.....	Steam.....	902	360,147	7,719	8,495,920	2,343	4,086,555
	Sail.....	18,924	6,683,738	1,879	2,021,593	248	348,653
	Total.....	19,826	7,053,885	9,598	10,517,513	2,591	4,435,208
1895.....	Steam.....	1,007	360,911	7,099	7,432,890	4,994	9,038,000
	Sail.....	14,526	5,173,766	1,671	1,778,671	801	1,185,101
	Total.....	15,533	5,534,677	8,770	9,211,561	5,795	10,223,101
1900.....	Steam.....	1,158	382,131	6,262	5,915,714	8,286	15,999,406
	Sail.....	9,970	3,627,491	1,386	1,482,388	1,082	1,509,298
	Total.....	11,128	4,009,622	7,648	7,398,102	9,368	17,508,704
1905.....	Steam.....	1,329	435,444	5,523	4,802,490	12,095	24,648,667
	Sail.....	8,017	2,959,406	1,154	1,242,334	1,368	1,797,331
	Total.....	9,346	3,394,850	6,677	6,044,824	13,463	26,445,998
1910.....	Steam.....	1,407	451,584	4,554	3,675,240	15,849	33,093,992
	Sail.....	5,892	2,093,274	821	873,359	1,294	1,634,708
	Total.....	7,299	2,544,858	5,375	4,548,599	17,143	34,728,700
1914.....	Steam.....	1,337	408,261	3,863	2,914,363	19,061	41,984,515
	Sail.....	4,578	1,575,197	576	614,734	1,210	1,480,695
	Total.....	5,915	1,983,458	4,439	3,529,097	20,271	43,465,210
1915.....	Steam.....	1,332	410,013	3,711	2,787,036	19,286	42,471,025
	Sail.....	4,445	1,510,251	540	566,110	1,199	1,441,286
	Total.....	5,777	1,920,264	4,251	3,353,146	20,485	43,912,311
1916.....	Steam.....	1,324	406,241	3,509	2,613,027	19,120	42,167,487
	Sail.....	4,297	1,449,935	517	541,064	1,191	1,429,274
	Total.....	5,621	1,856,176	4,026	3,154,091	20,311	43,596,761
1919.....	Steam.....	2,497	2,027,373	2,781	1,904,720	19,108	43,965,314
	Sail.....	3,581	1,486,206	342	389,690	946	1,145,970
	Total.....	6,078	3,513,579	3,123	2,294,410	20,054	45,111,284
1920.....	Steam.....	3,131	2,243,540	2,673	1,812,813	20,709	49,848,335
	Sail.....	3,768	1,885,817	334	372,687	980	1,151,373
	Total.....	6,899	4,128,857	3,007	2,185,500	21,689	50,999,708
1921.....	Steam.....	3,376	2,302,002	2,671	1,779,864	22,386	54,764,459
	Sail.....	3,471	1,633,677	316	354,477	986	1,140,174
	Total.....	6,847	3,935,679	2,987	2,134,341	23,372	55,904,633

¹ Gross tons.

4. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—Continued.

UNITED KINGDOM.

Year.	Total vessels.		Steam.		Sail.	
	Number.	Tons.	Number.	Gross tons.	Number.	Net tons.
1890.....	9,187	10,241,856	5,574	7,774,044	3,593	2,467,212
1895.....	9,227	12,117,957	6,446	9,695,976	2,781	2,421,981
1900.....	8,914	13,241,446	7,020	11,513,759	1,894	1,727,687
1905.....	9,348	15,808,180	7,893	14,496,763	1,455	1,306,417
1910.....	9,417	17,516,479	8,460	16,767,083	957	748,796
1914.....	9,240	19,256,766	8,587	18,892,089	653	364,677
1915.....	9,285	19,541,368	8,675	19,235,705	610	305,663
1916.....	9,099	19,134,857	8,454	18,825,356	615	309,501
1919.....	7,964*	16,555,471	7,535	16,344,943	429	1210,628
1920.....	8,561	18,330,424	8,113	18,110,653	448	219,771
1921.....	9,034	19,571,554	8,579	19,320,053	455	251,501

Year.	Power.	Wood.		Iron.		Steel.	
		Number.	Tons.	Number.	Tons.	Number.	Tons.
1890.....	Steam.....	117	18,346	4,042	4,996,800	1,411	2,758,214
	Sail.....	1,877	471,441	1,439	1,658,672	202	283,065
	Total.....	1,994	489,787	5,481	6,654,972	1,613	3,041,279
1895.....	Steam.....	116	18,521	3,532	3,883,211	2,793	5,792,836
	Sail.....	1,105	233,703	1,145	1,332,056	500	836,395
	Total.....	1,221	252,224	4,677	5,215,267	3,293	6,629,231
1900.....	Steam.....	114	18,431	2,729	2,374,011	4,171	9,119,015
	Sail.....	728	134,321	683	832,239	473	756,731
	Total.....	842*	152,752	3,412	3,206,250	4,644	9,875,746
1905.....	Steam.....	96	15,569	2,144	1,560,878	5,645	12,917,460
	Sail.....	550	92,326	429	524,299	471	688,740
	Total.....	646	107,915	2,573	2,085,177	6,116	13,606,200
1910.....	Steam.....	81	12,153	1,536	900,300	6,832	15,851,495
	Sail.....	399	63,427	202	109,312	352	475,256
	Total.....	480	75,580	1,738	1,109,612	7,184	16,326,751
1914.....	Steam.....	84	11,687	1,119	528,220	7,374	18,348,895
	Sail.....	304	46,626	91	53,310	254	263,940
	Total.....	388	58,313	1,210	581,530	7,628	18,612,835
1915.....	Steam.....	88	12,286	1,038	488,123	7,539	18,732,009
	Sail.....	277	40,876	86	47,804	243	216,182
	Total.....	365	53,162	1,124	535,927	7,782	18,948,191
1916.....	Steam.....	89	12,495	974	450,941	7,381	18,358,633
	Sail.....	266	38,959	87	47,555	258	222,186
	Total.....	355	51,454	1,061	498,496	7,639	18,580,819
1919.....	Steam.....	149	78,091	740	302,734	6,646	15,964,018
	Sail.....	158	29,346	58	28,242	213	153,040
	Total.....	307	107,437	798	330,976	6,859	16,117,058
1920.....	Steam.....	164	35,484	717	276,498	7,232	17,798,671
	Sail.....	149	29,458	60	31,466	239	158,847
	Total.....	313	64,942	777	307,964	7,471	17,957,518
1921.....	Steam.....	186	31,655	708	273,191	7,685	19,015,207
	Sail.....	129	23,918	49	20,323	277	207,260
	Total.....	315	55,573	757	293,514	7,962	19,222,467

* Gross tons.

4. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—Continued.

BRITISH COLONIES.

Year.		Total vessels.		Steam.		Sail.	
		Number.	Tons.	Number.	Gross tons.	Number.	Net tons.
1890.....		2,904	1,355,250	829	461,210	2,075	894,040
1895.....		2,309	1,124,286	874	542,025	1,435	582,657
1900.....		1,924	1,019,908	910	635,331	1,014	384,477
1905.....		2,017	1,206,540	1,136	912,775	881	298,765
1910.....		2,078	1,495,815	1,377	1,291,354	701	204,461
1914.....		2,088	1,788,283	1,536	1,631,617	552	156,666
1915.....		2,068	1,732,700	1,543	1,595,213	525	137,487
1916.....		2,072	1,767,142	1,576	1,638,525	496	128,617
1919.....		2,141	2,052,404	1,610	1,863,365	531	189,039
1920.....		2,270	2,252,228	1,666	2,032,327	604	220,001
1921.....		2,390	2,490,244	1,745	2,268,553	654	230,691

Year.	Power.	Wood.		Iron.		Steel.	
		Number.	Tons.	Number.	Tons.	Number.	Tons.
1890....	Steam.....	276	85,914	408	234,009	132	136,672
	Sail.....	1,995	837,551	65	46,309	2	1,570
	Total.....	2,271	923,465	473	280,318	134	138,242
1895....	Steam.....	278	88,414	351	216,351	229	231,766
	Sail.....	1,353	531,545	58	30,808	7	9,910
	Total.....	1,631	619,959	409	247,159	236	241,666
1900....	Steam.....	251	68,789	320	225,161	315	332,590
	Sail.....	927	326,915	50	29,989	19	17,722
	Total.....	1,178	395,704	370	255,150	334	350,312
1905....	Steam.....	314	87,543	300	216,266	497	598,483
	Sail.....	776	228,151	58	34,721	32	22,603
	Total.....	1,090	315,694	358	250,987	529	621,086
1910....	Steam.....	357	91,650	267	189,447	728	999,620
	Sail.....	613	149,481	46	27,356	32	21,878
	Total.....	970	241,131	313	216,803	760	1,021,498
1914....	Steam.....	312	75,871	222	145,182	979	1,402,097
	Sail.....	468	101,028	42	26,324	34	25,141
	Total.....	780	176,899	264	171,506	1,013	1,427,238
1915....	Steam.....	311	78,490	223	145,269	987	1,363,216
	Sail.....	446	91,709	39	21,046	32	20,559
	Total.....	757	170,199	262	166,315	1,019	1,383,775
1916....	Steam.....	313	77,318	222	147,098	1,019	1,405,914
	Sail.....	419	84,488	38	20,060	31	19,896
	Total.....	732	161,806	260	167,158	1,050	1,425,810
1919....	Steam.....	376	161,861	192	121,823	1,042	1,579,681
	Sail.....	461	138,694	35	23,311	35	27,034
	Total.....	838	300,555	227	145,134	1,077	1,606,715
1920....	Steam.....	396	143,127	180	119,659	1,090	1,769,441
	Sail.....	536	169,899	35	22,561	33	27,541
	Total.....	932	313,026	215	142,220	1,123	1,796,982
1921....	Steam.....	406	155,239	176	111,115	1,163	2,002,199
	Sail.....	588	183,083	31	20,019	35	27,589
	Total.....	994	338,322	207	131,134	1,198	2,029,788

¹ Gross tons.

4. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—Continued.

FRANCE.

Year.	Total vessels.		Steam.		Sail.	
	Number.	Tons.	Number.	Gross tons.	Number.	Net tons.
1890.....	1,380	1,045,102	526	809,598	854	235,504
1895.....	1,164	1,094,752	571	903,105	593	191,647
1900.....	1,214	1,350,562	662	1,052,193	552	298,369
1905.....	1,497	1,728,038	764	1,280,973	733	467,065
1910.....	1,465	1,882,280	875	1,448,172	590	434,108
1914.....	1,576	2,319,438	1,025	1,622,286	551	397,152
1915.....	1,539	2,285,728	1,016	1,609,609	523	376,119
1916.....	1,510	2,216,643	998	1,651,120	512	365,523
1919.....	1,440	2,233,631	1,099	1,861,753	341	271,878
1920.....	1,758	3,245,194	1,400	2,968,229	358	281,965
1921.....	2,044	3,652,249	1,662	3,298,795	382	353,454

Year.	Power.	Wood.		Iron.		Steel.	
		Number.	Tons.	Number.	Tons.	Number.	Tons.
1890.....	Steam.....	5	827	421	619,692	97	188,659
	Sail.....	783	171,623	61	56,572	5	11,000
	Total.....	788	172,453	482	670,264	102	199,659
1895.....	Steam.....	10	1,533	393	573,164	166	327,721
	Sail.....	496	97,910	66	57,638	28	34,758
	Total.....	506	99,443	459	630,703	* 194	362,479
1900.....	Steam.....	11	1,619	349	483,259	301	566,651
	Sail.....	386	66,657	56	47,328	109	184,026
	Total.....	397	68,276	405	530,687	410	750,677
1905.....	Steam.....	13	2,155	311	376,842	440	881,976
	Sail.....	513	92,660	27	23,326	193	351,079
	Total.....	526	94,815	338	400,168	633	1,233,055
1910.....	Steam.....	16	2,750	229	273,735	630	1,171,687
	Sail.....	400	72,421	18	17,918	172	343,769
	Total.....	416	75,171	247	291,653	802	1,515,456
1914.....	Steam.....	22	3,790	172	183,023	831	1,735,473
	Sail.....	385	70,994	11	14,085	155	312,073
	Total.....	407	74,784	183	197,108	986	2,047,546
1915.....	Steam.....	22	3,790	164	174,223	830	1,731,596
	Sail.....	367	68,378	9	10,626	147	297,115
	Total.....	389	72,168	173	184,849	977	2,028,711
1916.....	Steam.....	20	3,564	152	155,500	826	1,692,056
	Sail.....	360	66,705	10	12,734	142	286,084
	Total.....	380	70,269	162	168,234	968	1,978,140
1919.....	Steam.....	93	134,292	123	104,906	883	1,722,555
	Sail.....	238	68,779	7	11,523	96	191,576
	Total.....	331	203,071	130	116,429	979	1,914,131
1920.....	Steam.....	182	264,745	145	104,875	1,073	2,593,609
	Sail.....	252	70,835	8	12,157	98	198,973
	Total.....	434	335,580	153	117,032	1,171	2,792,582
1921.....	Steam.....	179	253,164	144	114,500	1,339	2,931,131
	Sail.....	245	67,116	7	10,452	130	275,886
	Total.....	424	320,280	151	124,952	1,469	3,207,017

* Gross tons.

4. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—Continued.

GERMANY.

Year.	Total vessels.		Steam.		Sail.	
	Number.	Tons.	Number.	Gross tons.	Number.	Net tons.
1890.....	1,876	1,569,311	741	828,911	1,135	840,400
1895.....	1,780	1,886,812	953	1,343,357	777	543,455
1900.....	1,710	2,650,033	1,209	2,159,919	501	490,114
1905.....	1,996	3,564,798	1,556	3,093,702	440	471,096
1910.....	2,178	4,333,186	1,822	3,959,318	356	373,868
1914.....	2,388	5,459,286	2,090	5,134,720	298	324,576
1915.....	2,166	4,706,027	1,897	4,419,167	269	286,860
1916.....	1,953	4,151,552	1,708	3,890,542	245	261,010
1919.....	1,768	3,503,380	1,543	3,247,253	225	256,127
1920.....	1,138	672,671	901	419,438	237	253,233
1921.....	1,255	717,450	1,090	654,407	165	63,043

Year.	Power.	Wood.		Iron.		Steel.	
		Number.	Tons.	Number.	Tons.	Number.	Tons.
1890.....	Steam.....	4	845	536	539,638	200	391,166
	Sail.....	906	405,789	191	184,003	28	41,831
	Total.....	910	406,634	727	720,641	228	432,997
1895.....	Steam.....	1	204	476	446,842	476	896,311
	Sail.....	462	175,213	200	207,663	109	154,521
	Total.....	463	175,417	676	654,505	585	1,050,832
1900.....	Steam.....	1	203	378	322,808	826	1,835,909
	Sail.....	145	76,901	163	176,628	189	234,600
	Total.....	146	77,104	541	499,436	1,015	2,070,509
1905.....	Steam.....	57	26,146	308	247,762	1,247	2,845,798
	Sail.....	57	26,146	98	115,172	283	329,460
	Total.....	57	26,146	406	362,934	1,530	3,175,258
1910.....	Steam.....	30	13,537	209	143,985	1,612	3,815,162
	Sail.....	30	13,537	87	43,950	286	315,897
	Total.....	30	13,537	246	187,935	1,898	4,131,059
1914.....	Steam.....	7	1,382	155	90,331	1,926	5,007,798
	Sail.....	17	9,296	16	17,098	263	297,864
	Total.....	24	10,678	171	107,429	2,189	5,305,662
1915.....	Steam.....	5	1,035	160	84,458	1,741	4,333,465
	Sail.....	10	5,998	13	11,022	244	269,522
	Total.....	15	7,033	163	95,480	1,985	4,602,987
1916.....	Steam.....	6	1,488	134	75,792	1,567	3,813,053
	Sail.....	10	5,998	10	6,522	223	248,172
	Total.....	16	7,486	144	82,314	1,790	4,061,225
1919.....	Steam.....	2	403	114	73,474	1,427	3,173,376
	Sail.....	22	7,693	4	4,461	199	243,973
	Total.....	24	8,096	118	77,935	1,626	3,417,349
1920.....	Steam.....	1	209	80	44,460	820	374,769
	Sail.....	27	8,361	4	4,461	206	240,411
	Total.....	28	8,570	84	48,921	1,026	615,180
1921.....	Steam.....	2	334	92	42,674	996	611,399
	Sail.....	38	11,383	5	1,896	122	49,764
	Total.....	40	11,717	97	44,570	1,118	661,163

¹ Gross tons.

4. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—Continued.

JAPAN.¹

Year.		Total vessels.		Steam.		Sail.	
		Number.	Tons.	Number.	Gross tons.	Number.	Net tons.
1890.		289	171,554	212	300,625	124	33,123
1895.		419	301,101	339	279,668	80	21,433
1900.		1,066	574,557	484	488,187	582	86,370
1905.		697	873,552	691	870,839	6	2,713
1910.		851	1,149,222	846	1,146,977	5	2,245
1914.		1,103	1,708,386	1,103	1,708,386		
1915.		1,155	1,826,068	1,155	1,826,068		
1916.		1,151	1,847,453	1,151	1,847,453		
1919.		1,418	2,325,266				
1920.		1,940	2,995,878				
1921.		2,033	3,354,806				

Year.	Power.	Wood.		Iron.		Steel.	
		Number.	Tons.	Number.	Tons.	Number.	Tons.
1890.	Steam.....	68	25,936	80	82,357	13	27,103
	Sail.....	122	32,238	2	885	124	33,123
	Total.....	190	58,174	82	83,242	137	60,226
1895.	Steam.....	173	39,087	122	154,532	38	83,473
	Sail.....	79	20,934	1	499		
	Total.....	252	60,021	123	155,031	38	83,473
1900.	Steam.....	253	56,057	120	168,159	102	259,799
	Sail.....	580	84,930			1	945
	Total.....	833	140,987	120	168,159	103	260,744
1905.	Steam.....	299	75,225	144	238,588	234	550,355
	Sail.....	6	2,713				
	Total.....	305	77,938	144	238,588	234	550,355
1910.	Steam.....	306	78,053	124	208,692	408	855,477
	Sail.....	5	2,245				
	Total.....	311	80,298	124	208,692	408	855,477
1914.	Steam.....	269	62,298	117	185,136	710	1,457,053
	Sail.....						
	Total.....	269	62,298	117	185,136	710	1,457,053
1915.	Steam.....	279	63,665	110	175,146	760	1,583,466
	Sail.....						
	Total.....	279	63,665	110	175,146	760	1,583,466
1916.	Steam.....	272	62,200	101	158,514	772	1,622,948
	Sail.....						
	Total.....	272	62,200	101	158,514	772	1,622,948
1919.	Steam.....	384	120,336	92	136,056	942	2,068,874
	Sail.....						
	Total.....	384	120,336	92	136,056	942	2,068,874
1920.	Steam.....	763	259,500	87	123,657	1,090	2,612,721
	Sail.....						
	Total.....	763	259,500	87	123,657	1,090	2,612,721
1921.	Steam.....	815	291,971	85	115,569	1,133	2,947,266
	Sail.....						
	Total.....	815	291,971	85	115,569	1,133	2,947,266

¹ Japanese sailing vessels are not recorded in Lloyd's.

5. CONSTRUCTION.

[Vessels built in the world (over 100 tons) according to Lloyd's (including vessels not recorded in Lloyd's).]

Year.	Total vessels.		Steam.		Sail.	
	Number.	Tons.	Number.	Gross tons.	Number.	Net tons.
1890.....	1,362	1,646,909	880	1,328,541	482	318,268
1895.....	794	1,211,615	629	1,114,019	165	97,596
1900.....	1,285	2,268,938	966	2,046,339	319	222,599
1905.....	1,181	2,302,467	1,051	2,253,032	130	49,435
1908.....	993	1,761,585	872	1,706,396	121	55,189
1909.....	899	1,551,532	758	1,510,070	141	41,462
1910.....	899	1,816,189	811	1,795,419	88	20,770
1911.....	1,189	2,405,681	1,093	2,368,354	96	37,327
1912.....	1,278	2,688,306	1,172	2,650,124	106	38,182
1913.....	1,183	2,884,529	1,076	2,844,144	107	40,385

Year.	Power.	Wood.		Iron.		Steel.	
		Number.	Tons.	Number.	Tons.	Number.	Tons.
1890.....	Steam.....	60	167,974	135	74,157	685	1,234,183
	Sail.....	377	20,201	10	9,294	95	141,000
	Total.....	437	188,175	145	83,451	780	1,375,183
1895.....	Steam.....	27	10,312	58	9,769	544	1,093,938
	Sail.....	120	38,875	.....	.....	45	58,721
	Total.....	147	49,187	58	9,769	589	1,152,659
1900.....	Steam.....	60	27,208	72	14,734	834	2,004,397
	Sail.....	212	102,084	.....	.....	107	120,515
	Total.....	272	129,292	72	14,734	941	2,124,912
1905.....	Steam.....	58	18,610	1	342	992	2,234,080
	Sail.....	109	36,022	.....	.....	21	13,413
	Total.....	167	54,632	1	342	1,013	2,247,493
1908.....	Steam.....	50	20,812	.....	.....	822	1,685,584
	Sail.....	90	35,300	.....	.....	31	19,899
	Total.....	140	56,112	.....	.....	853	1,705,473
1909.....	Steam.....	35	7,085	.....	.....	723	1,502,985
	Sail.....	80	20,760	.....	.....	61	20,702
	Total.....	115	27,845	.....	.....	784	1,523,687
1910.....	Steam.....	32	7,389	.....	.....	779	1,788,030
	Sail.....	64	16,848	.....	.....	24	4,422
	Total.....	96	23,737	.....	.....	803	1,792,452
1911.....	Steam.....	50	15,478	2	636	1,041	2,352,240
	Sail.....	58	15,560	1	111	37	21,656
	Total.....	108	31,038	3	747	1,078	2,373,896
1912.....	Steam.....	48	15,211	1	154	1,123	2,634,759
	Sail.....	74	23,264	.....	.....	32	14,918
	Total.....	122	38,475	1	154	1,155	2,649,677
1913.....	Steam.....	57	15,106	.....	.....	1,019	2,829,038
	Sail.....	66	23,480	.....	.....	41	16,905
	Total.....	123	38,586	.....	.....	1,060	2,845,943

5. CONSTRUCTION—Continued.

Year.	All nations.				United Kingdom.			
	Sail.		Steam.		Sail.		Steam.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.
1890.....	482	318,268	880	1,328,541	84	121,015	632	1,076,220
1895.....	165	97,596	629	1,114,019	29	36,999	463	919,308
1900.....	319	222,599	966	2,046,339	6	6,605	645	1,452,802
1905.....	130	49,435	1,051	2,253,032	3	2,461	667	1,516,193
1908.....	121	55,189	872	1,706,396	4	7,897	433	922,415
1909.....	141	41,462	758	1,510,070	11	2,910	452	968,208
1910.....	88	20,770	811	1,795,419	3	685	451	1,140,153
1911.....	96	37,327	1,093	2,405,681	15	7,992	613	1,671,102
1912.....	106	38,182	1,172	2,650,124	16	5,670	613	1,658,197
1913.....	107	40,385	1,076	2,844,144	14	4,310	598	1,788,977

Year.	France.				Germany.			
	Sail.		Steam.		Sail.		Steam.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.
1890.....	18	6,896	14	27,666	12	15,083	56	87,382
1895.....	20	8,074	11	14,683	1	3,854	62	76,576
1900.....	52	70,224	13	31,094	20	8,671	70	203,179
1905.....	14	2,130	17	72,075	8	6,298	105	231,832
1908.....	7	943	33	83,114	6	2,844	79	189,898
1909.....	14	2,174	20	43,891	11	3,870	62	121,438
1910.....	13	2,134	18	61,353	3	515	69	132,518
1911.....	20	3,766	32	107,799	12	7,883	124	250,946
1912.....	28	5,070	38	146,283	4	1,425	114	351,137
1913.....	12	2,085	30	154,707	2	711	99	344,831

The number of steamers, according to certain divisions of gross tonnage, owned in the world—distinguishing the principal maritime countries—as recorded in Lloyd's Register book, 1921-22.

Countries where owned.	100 and under 200 tons.	200 and under 500 tons.	500 and under 1,000 tons.	1,000 and under 1,500 tons.	1,500 and under 2,000 tons.	2,000 and under 3,000 tons.	3,000 and under 4,000 tons.	4,000 and under 5,000 tons.
British:								
United Kingdom.....	1,566	2,358	728	463	346	466	603	616
Australia and New Zealand.....	138	165	85	41	20	51	37	19
Canada.....	138	130	54	63	47	76	36	15
Other dominions.....	128	169	90	47	36	39	18	15
Total.....	1,970	2,822	957	614	449	632	694	665
America (U. S.):								
Sea.....	236	384	196	98	109	931	376	210
Northern Lakes.....	8	8	15	13	20	40	59	116
Philippine Islands.....	19	35	18	12	6	3	1	2
Total.....	263	427	229	123	135	974	436	328
Belgium.....	20	43	27	26	27	45	21	10
Brazil.....	47	129	40	33	29	24	18	12
Denmark.....	79	104	92	103	83	56	26	21
France.....	253	410	116	181	95	239	99	67
Germany.....	275	423	256	75	25	3	7	3
Greece.....	46	70	63	30	12	35	43	17
Holland.....	212	155	92	108	75	80	88	48
Italy.....	114	114	81	70	29	115	110	71
Japan.....	472	365	366	171	92	177	114	60
Norway.....	452	258	226	274	132	136	106	68
Russia.....	107	155	65	46	20	29	10	4
Spain.....	120	120	93	64	54	101	88	22
Sweden.....	353	260	138	141	97	53	30	27
Other countries.....	268	319	196	123	83	94	52	25
Flag not recorded.....	76	62	43	24	28	38	32	24
Total.....	5,122	6,241	3,080	2,206	1,465	2,831	1,974	1,472

The number of steamers, according to certain divisions of gross tonnage, owned in the world—distinguishing the principal maritime countries—as recorded in Lloyd's Register book, 1921-22—Continued.

Countries where owned.	5,000 and under 6,000 tons.	6,000 and under 8,000 tons.	8,000 and under 10,000 tons.	10,000 and under 15,000 tons.	15,000 and under 20,000 tons.	20,000 and under 25,000 tons.	25,000 tons and above.	Total.
British:								
United Kingdom.....	578	493	188	132	31	8	5	8,570
Australia and New Zealand.....	4	6	1	3				579
Canada.....	38	10	3		2	1		613
Other dominions.....	14	6						562
Total.....	634	515	190	135	33	9	5	10,324
America (U. S.):								
Sea.....	560	524	85	56	10	2	2	3,779
Northern Lakes.....	38	140	11					468
Philippine Islands.....								96
Total.....	598	664	96	56	10	2	2	4,343
Belgium.....	26	7	1					253
Brazil.....	6	8	4	1				351
Denmark.....	4	11	5	3				587
France.....	94	56	32	17	1	1	1	1,662
Germany.....	4	12	1		1			1,090
Greece.....	21	3	2					342
Holland.....	36	79	21	6	2	2		1,004
Italy.....	113	53	13	6	1		1	893
Japan.....	123	68	17	8				2,033
Norway.....	41	35		2				1,730
Russia.....	12	2						450
Spain.....	20	3	1	3				689
Sweden.....	21	3		2				1,125
Other countries.....	18	11	2					1,186
Flag not recorded.....	23	12	8				1	371
Total.....	1,794	1,542	393	230	48	16	10	26,433

NOTES.—A considerable number of vessels which are not yet completed appear in Table 3.

Steamers of less than 100 tons gross and sailing vessels of less than 100 tons net are not included.

Vessels trading on the Caspian Sea and wood vessels trading on the Great Lakes of North America are not included.

In the absence of satisfactory information the records of most of the sailing vessels belonging to Greece, Turkey, and southern Russia are omitted from Table 3.

Japanese sailing vessels are not recorded in Lloyd's Register, and therefore do not appear in Table 3.

Under the heading of "No flag recorded" are included all vessels entered in Lloyd's Register without record of flag, viz:

(a) Ex-German steamers of 1,000 tons gross and above, the allocation of which is not yet known, and a number of ex-Austro-Hungarian vessels inserted in Lloyd's Register as being registered at Fiume or ports south of Fiume.

(b) Vessels registered at Danzig and Memel.

(c) Some other vessels regarding which no definite information has been received up to the time of going to press.

6. MERCANTILE SHIPBUILDING IN 1920 (EXCLUDING WARSHIPS).¹

[Lloyd's Register, London, January, 1921.]

UNITED KINGDOM.

Particulars of total output.—During the year 1920 there have been launched in the United Kingdom 618 merchant vessels of 2,055,624 tons, namely, 556 steamers of 1,953,014 tons, 25 motor vessels of 86,940 tons, and 37 sailing vessels and barges of 15,670 tons. These vessels have been built of steel with the exception of 3 wood vessels of 660 tons and 7 vessels of reinforced concrete of 3,794 tons. Only one sailing vessel has been launched during the year, namely, a yacht of 123 tons. The output for 1920 is the highest ever reached. It exceeds last year's total of 435,182 tons, over 26 per cent, being 142,371 tons higher than the previous record figures of 1913.

¹ This summary does not include warships. It takes into account only merchant vessels of 100 tons and upward that were launched in 1920, whether they were completed during the year or are still under construction. Sailing vessels fitted with auxiliary power are included with steamers or motor vessels, according to type of engine. Figures regarding the output during the war period are only shown for allied and neutral countries. Complete totals for Germany not being available, no figures are shown for that country.

Nationality of vessels launched.—Of the tonnage launched during the year 1,209,221 tons are for registration in the United Kingdom, and 846,403 tons, or over 41 per cent of the total tonnage, are for owners residing abroad. This percentage is considerably higher than the prewar figures, which, for the five years 1909–1913, reached an average of 22½ per cent. The total tonnage launched in 1913, although lower than that of 1920, included some 309,000 tons more for United Kingdom owners than the present figures. Of the tonnage launched in 1920, 286,644 tons are for Norwegian owners, 201,662 tons for French owners, and 131,589 tons for Italian owners.

Size and types of vessels.—The returns for 1920 show that 168 vessels of between 5,000 and 10,000 tons each and 15 vessels of 10,000 tons and upward were launched. The following are of over 13,000 tons each:

	Tons.		Tons.
Empress of Canada.....	22,000	Montcalm.....	16,250
Scythia.....	21,500	Montrose.....	16,250
Giulio Cesare.....	21,500	Tyrrhenia.....	16,000
Samaria.....	18,500	Oroya.....	14,000
Pittsburgh.....	16,600	Ballarat.....	13,300

Of the vessels building on the Isherwood system of longitudinal framing 12 were launched, with a gross tonnage of about 73,000 tons. Including 6 of these vessels with a tonnage of about 39,000 tons launched during 1920, there were 11 vessels of about 65,400 tons for the carriage of oil in bulk, one of them being a barge of 2,606 tons. The returns also include 40 trawlers and a large number of vessels designed for channel, coasting, and other special services. The average tonnage of steamers and motor vessels launched in the United Kingdom during 1920 is 3,508 tons, but if those of less than 500 tons be excluded the average reaches 4,387 tons, compared with 4,006 in 1919, 4,593 in 1918, 4,933 in 1917, 4,080 in 1916, and 3,791 in 1915.

Vessels fitted with turbines or with internal-combustion engines.—The great development which has taken place in the use of steam turbines is well shown by the fact that during 1920 there were launched 79 vessels, with a total tonnage of 638,557 tons, which will be fitted with steam turbines and practically all of them with geared turbines. These figures include 2 vessels which will have a combination of turbines and reciprocating engines. It may be stated that all the vessels of 14,000 tons and above launched during the year are to be fitted with turbines. The tables in the summary for the first time distinguish between steamers and motor vessels. During the year 25 motor vessels of 86,940 tons have been launched and 11 of them are of 5,000 tons and upward, the 3 largest being about 9,500 tons each.

Output of leading ports.—The Glasgow district occupies first place among the ship-building centers of the country, showing an output of 457,032 tons. Then follow Newcastle (365,775 tons), Sunderland (314,454 tons), Greenock (223,434 tons), Middlesbrough (195,452 tons), and Belfast (117,656 tons). The largest increase as compared with 1919 has taken place on the Clyde, the figures for which are 154,719 tons higher than the previous year. The increase for Newcastle is 125,939 tons, for Middlesbrough 75,509 tons, and for Sunderland 40,171 tons, while in the Belfast district an actual decrease of 82,964 tons is recorded. Of course, the extent to which yards have been engaged in the reconditioning of vessels has materially affected the output of new tonnage for the whole country and especially in particular districts.

Progress of shipbuilding during the year.—As regards the movement of the shipbuilding industry during the course of 1920, Lloyd's Register quarterly returns show that at the opening of the year 2,994,249 tons were actually under construction in the United Kingdom. The March returns showed an increase of about 400,000 tons, the June returns 184,000 tons, and the September returns 153,000 tons, the amount of tonnage building at the end of September, 1920, having reached 3,731,098 tons, the highest figures known to the shipbuilding industry of this country. The figures for the end of the year, 3,798,916 tons, are only 22,000 tons less.

As was suggested in connection with the December quarterly shipbuilding returns, it is quite possible that the small decrease of work in hand then reported may prove to be the beginning of a serious decline in the shipbuilding industry. Of course, the real activity of the industry can not be measured exclusively by the tonnage actually under construction. So long as a vessel remains incomplete in a builder's yard she helps to swell the tonnage under construction, and a large tonnage may be on hand with few or no orders coming in for new vessels to fill the berths as they become vacant. So far as these and similar considerations operate at the present time there is no question that the shipbuilding outlook for the near future is far from being so favorable as the present high figures would at first sight appear to indicate.

OTHER COUNTRIES.

Particulars of total output.—Attention is drawn to the statistics given in Tables III, IV, and V, from which it appears that outside the United Kingdom there have been launched during the year 1,141 merchant vessels, of 3,806,042 tons (907 steamers of 3,599,993 tons, 75 motor vessels of 103,037 tons, and 159 sailing vessels and barges of 103,012 tons). The figures show a decrease of 1,718,065 tons as compared with those for 1919 and of 293,282 tons as compared with 1918, but are 2,405,313 tons higher than those for 1913, the prewar record year. Taking the output of 1913 at 100, the figures for the last three years are as follows: 1918, 292.6; 1919, 394.4; and 1920, 271.7.

Size and type of vessels.—The returns for the year include 236 vessels of between 4,000 and 6,000 tons each, 163 of between 6,000 and 8,000 tons, 25 of between 8,000 and 10,000 tons, and 17 of over 10,000 tons each, 7 of the latter being steamers of about 13,500 tons each launched in the United States, and one, viz, the *Caracciolo*, of about 30,000 tons displacement and 25,000 tons gross, launched in Italy during the year, which vessel, originally intended as a warship, is now being converted into a merchant vessel.

The figures for the year include 220 vessels of a total tonnage of 1,205,158 tons to be fitted with turbines, the great majority of which have geared turbines. The output for the year also comprises 170 steamers of about 1,125,000 tons built on the Isherwood system of longitudinal framing. Including 73 of these vessels of about 510,000 tons there were launched during the year 89 vessels of about 575,000 tons for the carriage of oil in bulk. Practically the whole of the tankers and vessels built on the Isherwood system were launched in the United States.

During 1920 there were launched 75 vessels of 103,037 tons to be fitted with internal-combustion engines. Nine of these vessels are of over 5,000 tons each—3 in Denmark, 2 in Holland, 2 in the United States, and 1 each in Italy and Sweden—the largest launched abroad during the year being the *William Penn*, of 8,168 tons, building in the United States. The total figures include many sailing vessels fitted with auxiliary power.

The tonnage of wood vessels included in this year's total is 133,827 tons, which is only 34 per cent of the total tonnage launched abroad during 1920. As compared with the 1919 figures, there is a decrease of about 587,000 tons, and of over 1,000,000 tons as compared with 1918, when the tonnage of wood vessels launched amounted to 28 per cent of the total output. The total figures include a large proportion of barges and other craft which can not be described as real sailing vessels. Apart from such craft there were launched abroad 121 sailing vessels of 66,896 tons, 15 of which are between 1,000 and 2,000 tons and 5 of over 2,000 tons, the largest being 2 six-masted schooners of 2,526 tons each, built at Portland, Oregon.

During 1920 there were launched 13 vessels of 24,067 tons built of reinforced concrete, of which 5 are building in the United States and include 1 steamer of about 6,000 tons and 2 of about 5,000 tons each. The countries where the largest output has taken place during the year under review are the United States, Japan, Holland, and Canada. The totals for these countries amount to 3,275,595 tons and account for over 86 per cent of the total output abroad.

United States.—The output for the year 1920, namely, 2,476,253 tons, is 1,599,132 tons lower than during 1919, and this decrease accounts for over 92 per cent of the total reduction in the tonnage launched abroad during 1920. The decrease has been general all over the country, but not so great on the Atlantic coast, where it amounts to 17.3 per cent as compared with the 1919 figures, whereas the corresponding figures for the Gulf ports are 31.6 per cent, for the Pacific coast nearly 60 per cent, and for the Great Lakes over 74 per cent.

Notwithstanding this great reduction of output the figures for 1920 are still nine times larger than in 1913 and nearly five and one-fourth times larger than in 1907, the prewar record year. Moreover, the output in the United States during 1920 represents over 42 per cent of the world's combined output and 65 per cent of the total abroad. The figures for tonnage launched on the Great Lakes—127,528 tons—include four large steamers with a total of 33,222 tons intended for service on those lakes.

Size and type of vessels.—The total figures for the United States comprise over 1,500,000 tons of vessels fitted with steam turbines and about 29,000 tons of vessels to be fitted with internal-combustion engines, including 1 vessel of 8,168 tons, the largest vessel fitted with Diesel engines launched abroad during the year. Eighty-eight steamers for the carriage of oil in bulk were launched with a tonnage of about 567,000 tons; 73 of these vessels of about 510,000 tons were built on the Isherwood system of longitudinal framing, and in addition 85 other vessels of about 558,000 tons were also built on this system.

The total figures comprise 119 steamers each of between 5,000 and 6,000 tons, 152 of between 6,000 and 10,000 tons, and 15 vessels of 10,000 tons and upward. These

vessels include 7 turbine steamers of about 13,500 tons each, 5 of them built by the New York Shipbuilding Corporation, 2 by the Newport News Shipbuilding & Dry Dock Co. These are the largest vessels launched abroad during 1920, with the exception of the *Caracciolo* previously mentioned. The largest wood vessels are 2 steamers and 1 motor vessel, each of about 3,500 tons and built at Orange, Tex. The returns for the year include 5 vessels of 19,000 tons built of reinforced concrete, 2 of them of about 5,000 tons each, and 1 of about 6,000 tons.

JAPAN.

The output for this country—456,642 tons—is 155,241 tons less than in 1919 and 33,282 tons less than in 1918. It forms, however, 34½ per cent of the total tonnage launched abroad, excluding the United States. The striking advance of the shipbuilding industry in this country is well shown by the fact that the tonnage launched during 1920, notwithstanding the decrease as compared with 1919, nearly equals the whole output of Japan during the 10 prewar years, 1904–1914. The 1920 totals only refer to steel steamers. They comprise 30 vessels of between 5,000 and 6,000 tons each and 21 of between 6,000 and 10,000 tons each, the largest being a tanker of about 8,000 tons, and 2 other steamers of 9,695 tons each.

BRITISH DOMINIONS.

The total tonnage launched in all the British dominions during 1920, namely, 203,644 tons, is about 155,000 tons less than in 1919. The tonnage launched in Canada—159,551 tons—is about 112,000 tons less than in 1919. It includes 13 steel steamers of 29,087 tons launched on the Great Lakes. On the coast and on the St. Lawrence were launched 17 steel steamers of between 5,000 and 6,000 tons. The tonnage launched in the other British dominions is 44,093 tons. Over half of this tonnage represents the output of the Hongkong district, where two vessels of about 5,100 tons each were launched.

HOLLAND.

The total tonnage launched during 1920—183,149 tons—is 46,000 tons higher than the 1919 figures and is a record. As usual, the figures for this country do not include vessels exclusively intended for river navigation. The total figures comprise 7 vessels to be fitted with internal-combustion engines, including 2 of 5,370 and 5,155 tons, respectively, and also 3 vessels with a total tonnage of 19,000 tons to be fitted with steam turbines. Seven vessels of between 5,000 and 7,500 tons each have been launched and 2 of about 8,100 tons each.

SCANDINAVIAN COUNTRIES.

The total tonnage launched in Denmark, Norway, and Sweden amounts to 163,347 tons, which is 17,032 higher than the output for 1919. The increase in Denmark amounts to 22,903 tons and in Sweden to 12,852 tons, whereas there has been a decrease of 18,723 tons in Norway. The total figures include 4 vessels of between 5,000 and 5,600 tons each launched in Sweden, and 3 motor vessels in Denmark of between 5,900 and 7,150 tons. The tonnage of steel vessels fitted with internal-combustion engines launched in Denmark—24,352 tons—is the largest for any country outside the United Kingdom.

ITALY.

The total figures for this country—133,190 tons—are 50,477 tons higher than those for 1919. They include the output of Trieste, amounting to 29,191 tons. The totals comprise 9 steamers of between 5,000 and 5,800 tons, 1 of 6,500 tons, and the *Caracciolo*, of about 25,000 tons gross, launched as a warship and now being converted into a merchant vessel. Including the latter vessel, 8 vessels, with a total tonnage of 63,208, were launched, which will be fitted with steam turbines.

FRANCE.

The output for the year—93,449 tons—exceeds the total for 1919 by 60,786 tons, and although still below the prewar figures reflects the great improvement in the shipbuilding industry which has taken place in this country. The total figures include 6 steamers of between 5,000 and 6,700 tons and 1 of about 9,500 tons.

SPAIN.

During the year 45,950 tons were launched, which total is 6,659 tons less than that for 1919. The figures include 5 steamers of between 5,000 and 6,000 tons and the *Alfonso XIII*, a turbine steamer of 10,137 tons.

Progress of shipbuilding abroad during the year.—A steady decrease has taken place during the whole of 1920 in the work in hand in countries abroad. At the beginning of the year the tonnage under construction amounted to 4,867,114 tons, and at the end of December the total was 3,470,862, a decrease of 1,396,252 tons. It should, however, be stated that the whole of this reduction is due to the enormous decrease in the shipbuilding industry in the United States. At the end of December, 1919, there were 2,966,515 tons building in that country, whereas the figures for December, 1920, were 1,310,312, 1,656,203 tons less.

Excluding the United States, Lloyd's Register quarterly returns show that, on the whole, there has been a steady increase throughout the year in countries abroad, the total tonnage building at the end of 1920 being 260,000 tons more than the work in hand at the end of 1919.

The increase in France amounts to about 181,000 tons and in Holland to about 123,000 tons. On the other hand, a considerable decrease has taken place in Japan and in Canada, amounting to about 61,000 and 52,000 tons, respectively.

The countries abroad having the largest amount of tonnage under construction at the end of 1920 are United States of America 1,310,000 tons, Holland 451,000 tons, France 398,000 tons, Italy 364,000 tons, and Japan 249,000 tons.

SUMMARY OF WORLD'S OUTPUT.

Table V shows that the total output during 1920 has been 5,861,666 tons, which is a decrease of 1,282,883 tons as compared with 1919, but exceeds by more than 2,500,000 tons the output for 1913, which was the prewar record year. In the United Kingdom there has been launched 35 per cent of the world's output for 1920 as compared with 22½ per cent for 1919 and 58 per cent for 1913. A striking fact shown by this summary is that during the year under review there have been launched about 1,825,000 tons of vessels which will be fitted with steam turbines. These figures represent no less than one-third of the world's output of steel steam tonnage.

VESSELS CLASSED BY LLOYD'S REGISTER.

Of the merchant vessels launched during 1920, 960 of 3,697,141 tons (489 vessels of 1,697,543 tons in the United Kingdom and 471 of 1,999,598 tons abroad) are intended for classification in Lloyd's Register Book. These figures include 82½ per cent of the United Kingdom's output, and if only the tonnage of the steel steamers and motor vessels of 1,000 tons and upwards launched in the world is taken into account nearly 65 per cent of such tonnage has been built under the society's inspection. The total figures are, with the exception of 1919, the highest ever reached in any year during the history of the society. They exceed by 1,624,726 tons the prewar record total attained in 1913.

TABLE I.—*Vessels launched in the United Kingdom, 1892-1920.*

Year.	Steam.		Sail.		Total.	
	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.
1892.....	512	841,356	169	268,594	681	1,109,950
1893.....	438	718,277	98	118,106	536	836,383
1894.....	549	964,926	65	81,582	614	1,046,508
1895.....	526	904,991	53	45,976	579	950,967
1896.....	628	1,113,831	68	45,920	696	1,159,751
1897.....	545	924,382	46	28,104	591	952,486
1898.....	744	1,363,318	17	4,252	761	1,367,570
1899.....	714	1,414,774	12	2,017	726	1,416,791
1900.....	664	1,432,600	28	9,871	692	1,442,471
1901.....	591	1,501,078	48	23,661	639	1,524,739
1902.....	622	1,378,206	72	49,352	694	1,427,558
1903.....	632	1,165,503	65	25,115	697	1,190,618
1904.....	613	1,171,375	99	33,787	712	1,205,162
1905.....	737	1,604,796	58	18,372	795	1,623,168
1906.....	815	1,809,433	71	18,910	886	1,828,343
1907 ¹	752	1,581,521	89	26,369	841	1,607,890
1908.....	454	914,570	69	15,099	523	929,669
1909.....	465	972,799	61	18,267	526	991,066
1910.....	473	1,137,738	27	5,431	500	1,143,169
1911.....	700	1,782,908	72	20,936	772	1,803,844
1912.....	643	1,720,957	69	17,557	712	1,738,514
1913.....	641	1,919,578	47	12,575	688	1,932,153
1914.....	621	1,674,358	35	9,165	656	1,683,523
1915.....	317	648,629	10	2,290	327	650,919
1916.....	304	607,907	2	328	306	608,235
1917.....	285	1,162,496	1	400	286	1,162,896
1918.....	300	1,344,275	1	3,845	301	1,348,120
1919.....	541	1,584,920	71	35,522	612	1,620,442
1920.....	581	2,039,954	37	15,670	618	2,055,624

¹ Prior to 1907 vessels of less than 100 tons gross were included, if intended to be classed with Lloyd's Register.

TABLE II.—*Number and gross tonnage of merchant vessels launched in the world (outside the United Kingdom) from 1892-1920.*

Year.	Steam.		Sail.		Total.	
	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.
1892.....	147	126,210	223	121,855	370	248,065
1893.....	135	121,608	175	68,752	310	190,358
1894.....	148	203,279	170	73,751	318	277,030
1895.....	190	209,300	111	57,893	301	267,193
1896.....	260	299,421	157	108,710	417	408,131
1897.....	253	278,443	146	100,995	399	379,438
1898.....	371	415,907	158	109,866	529	525,773
1899.....	292	530,945	251	174,002	543	704,947
1900.....	347	602,989	325	258,703	672	861,692
1901.....	446	800,849	453	291,951	899	1,092,800
1902.....	487	747,945	469	327,252	959	1,075,197
1903.....	549	798,205	404	156,808	953	955,013
1904.....	570	626,190	361	156,583	931	782,773
1905.....	525	801,705	256	90,049	781	891,754
1906.....	642	984,613	308	106,807	950	1,091,420
1907.....	681	1,070,913	266	99,285	947	1,170,198
1908.....	550	791,609	332	112,008	882	903,617
1909.....	348	564,771	189	46,220	537	610,991
1910.....	453	719,903	324	94,781	777	814,684
1911.....	537	748,515	290	97,781	827	846,296
1912.....	720	1,074,911	287	88,344	1,007	1,163,255
1913.....	639	1,269,000	423	131,729	1,062	1,400,729
1914.....	473	1,111,027	190	58,173	663	1,169,200
1915.....	313	518,948	103	31,771	416	550,719
1916.....	506	1,032,074	152	47,771	658	1,079,845
1917.....	698	1,669,608	128	105,282	826	1,774,890
1918.....	1,397	3,996,924	168	102,400	1,565	4,099,324
1919.....	1,554	5,203,712	317	320,395	1,871	5,524,107
1920.....	982	3,703,030	159	103,012	1,141	3,806,042

¹ Figures regarding the output during the war period are only shown for allied and neutral countries. Complete totals for Germany not being available, no figures are shown for that country.

TABLE III.—*Merchant vessels launched in the principal shipbuilding district of the United Kingdom during the two years, 1919-20.*

District.	1920								Total 1919.	
	Steamers.		Motor vessels.		Sail and barges.		Total.			
	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.
Aberdeen.....	18	12,266	1	137	.....	.....	19	12,403	24	9,572
Barrow, Maryport, and Workington.....	5	30,591	1	6,889	.....	.....	6	37,480	5	8,992
Belfast.....	16	107,315	1	7,445	6	2,896	23	117,656	30	200,620
Dundee.....	9	32,497	1	300	.....	.....	10	32,797	10	15,198
Clyde:										
Glasgow.....	113	399,343	6	52,666	14	5,023	133	457,032	136	337,030
Greenock.....	46	216,634	1	6,800	.....	.....	47	223,434	58	188,717
Hartlepool.....	16	73,221	.....	.....	.....	.....	16	73,221	20	82,233
Hull.....	41	30,428	1	160	.....	.....	42	30,588	48	20,326
Leith.....	17	36,517	.....	.....	.....	.....	17	36,517	14	20,300
Liverpool.....	24	43,910	8	1,524	2	1,504	34	46,938	19	38,165
Londonderry.....	3	21,053	.....	.....	.....	.....	3	21,053	7	13,100
Middlesbrough, Stockton, and Whitby.....	42	193,963	.....	.....	2	1,489	44	195,452	36	119,943
Newcastle.....	82	363,189	.....	.....	1	2,006	83	365,775	64	239,636
Newport, Monmouthshire.....	7	37,906	.....	.....	4	654	11	38,560	4	3,485
Southampton.....	14	15,282	1	250	1	123	16	15,655	11	6,382
Sunderland.....	65	304,114	2	10,340	.....	.....	67	314,454	64	274,283
Other districts.....	38	34,805	2	429	7	1,375	47	36,609	62	42,260
Total.....	556	1,953,014	25	86,940	37	15,670	618	2,055,624	612	1,620,442

TABLE IV.—*Size of merchant vessels launched in the United Kingdom during 1920.*

Tonnage.	Steam.	Motor.	Sail.	Tonnage.	Steam.	Motor.	Sail.
100 and under 500.....	111	14	29	6,000 and under 8,000.....	63	4	—
500 and under 1,000.....	50	—	7	8,000 and under 10,000.....	25	5	—
1,000 and under 2,000.....	67	—	—	10,000 and under 12,000.....	3	—	—
2,000 and under 3,000.....	55	—	1	12,000 and under 15,000.....	4	—	—
3,000 and under 4,000.....	56	—	—	15,000 and under 19,000.....	5	—	—
4,000 and under 5,000.....	45	—	—	20,000 tons and above.....	3	—	—
5,000 and under 6,000.....	69	2	—	Total.....	556	25	37

TABLE V.—*Total output of merchant vessels in the world during 1920.*

Where built.	Steamers.		Motor vessels.		Sailing vessels and barges.		Total.	
	Number.	Gr. tons.	Number.	Gr. tons.	Number.	Gr. tons.	Number.	Gr. tons.
United Kingdom.....	556	1,953,014	25	86,940	37	15,670	618	2,055,624
Other countries ¹	907	3,599,993	75	103,037	159	103,012	1,141	3,806,042
Total.....	1,463	5,553,007	100	189,977	196	118,682	1,759	5,861,666

¹ Excluding Germany, complete figures for which country are not yet available.

TABLE VI.—*Merchant vessels (over 100 tons) launched in the world (outside the United Kingdom) during 1920.*

Countries.	Steamers.				Motor vessels.			
	Steel.		Wood.		Steel.		Wood.	
	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.
United States:	276	1,577,475	1	384	8	19,977		
Atlantic coast.....	25	131,800	3	9,750	2	3,000	1	3,550
Gulf ports.....	87	523,874	5	6,977			2	2,550
Pacific coast.....	42	127,528						
Great Lakes.....								
British Dominion:								
Canada—								
Great Lakes.....	13	29,087						
Coast.....	25	115,585	3	2,674	1	320	1	866
Australia.....	4	13,030	1	389				
Hongkong.....	7	23,904						
Others.....	7	2,317	1	200			3	1,000
Belgium.....	5	8,371						
China.....	13	32,505	1	1,200				
Denmark.....	22	36,817			8	24,352		
France.....	43	91,252					2	372
Holland.....	91	164,496			7	18,203		
Italy (including Trieste).....	19	105,372	5	3,899	4	6,278	18	8,487
Japan.....	140	456,642						
Norway.....	26	36,705	2	850	2	1,300		
Spain.....	11	45,005	1	800	1	145		
Sweden.....	25	49,860	3	1,725	9	9,523	2	564
Other countries.....							4	2,550
Total.....	881	3,571,145	26	28,848	42	83,098	33	19,939

Countries.	Sailing vessels and barges.				Total.	
	Steel.		Wood.			
United States:	No.	Gr. tons.	No.	Gr. tons.	50:	2,476,253
Atlantic coast.....	19	11,009	23	23,581		
Gulf ports.....	1	4,074	7	15,503		
Pacific coast.....			7	15,221		
Great Lakes.....						
British Dominions:						
Canada—						
Great Lakes.....						
Coast.....			27	11,019	103	203,644
Australia.....			1	1,720		
Hongkong.....						
Others.....			9	1,513		
Belgium.....					5	8,371
China.....					14	33,705
Denmark.....					30	60,669
France.....	2	1,435	3	390	50	93,449
Holland.....	1	450			99	183,149
Italy (including Trieste).....	2	343	34	8,811	82	133,190
Japan.....					140	456,642
Norway.....					30	38,855
Spain.....					13	45,950
Sweden.....	1	661	6	1,490	46	63,823
Other countries.....			16	5,792	20	8,342
Total.....	26	17,972	133	85,040	1,141	3,806,042

¹ The figures for "steel" include 13 ferroconcrete vessels, namely, 4 steamers of 17,300 tons, 6 motor vessels of 4,424 tons, and 3 barges of 1,343 tons.

TABLE VII.—*Size and material of vessels included in Table VI.*

Tonnage.	Steamers.		Motor vessels.		Sail and barges.	
	Steel.	Wood.	Steel.	Wood.	Steel.	Wood.
100 and under 500.....	85	7	20	22	10	86
500 and under 1,000.....	56	5	5	7	13	19
1,000 and under 2,000.....	110	11	5	2	2	16
2,000 and under 3,000.....	102	1	1	1	.....	12
3,000 and under 4,000.....	98	2	1	1	.....	.....
4,000 and under 5,000.....	37	.....	1	.....	1	.....
5,000 and under 6,000.....	192	.....	5	.....	.....	.....
6,000 and under 8,000.....	160	.....	3	.....	.....	.....
8,000 and under 10,000.....	24	.....	1	.....	.....	.....
10,000 and above.....	17	.....	.....	.....	.....	.....
Total.....	881	26	42	33	26	133

TABLE VIII.—*Number and tonnage of merchant vessels of 100 tons gross and upward launched, 1892-1920.*

Year.	United Kingdom.	Dominions.				Austria-Hungary.	Denmark.		France.			
		All coast.		Canadian lake ports.								
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1892.	681	1,109,950	58	19,792	(1)	(1)	7	2,302	22	12,707	19	17,228
1893.	536	836,383	41	17,089	(1)	(1)	6	7,435	18	10,719	22	20,337
1894.	614	1,046,508	26	6,055	1	748	5	1,703	16	7,300	28	19,636
1895.	579	950,967	23	6,105	7	4,276	10	7,371	14	10,982	27	28,851
1896.	696	1,159,751	36	8,394	5	2,730	9	6,246	14	11,814	41	44,565
1897.	591	952,486	36	10,489	4	1,942	6	6,601	13	13,539	39	49,341
1898.	761	1,367,570	65	22,664	5	2,357	9	5,432	17	12,703	48	67,160
1899.	726	1,416,791	31	6,475	3	1,899	8	9,248	30	26,613	51	89,794
1900.	692	1,442,471	38	6,967	2	2,596	12	14,889	17	11,060	66	116,858
1901.	639	1,524,739	68	16,610	6	11,524	7	20,013	41	22,856	92	177,543
1902.	694	1,427,558	65	18,235	4	10,584	16	15,192	44	27,148	99	192,196
1903.	697	1,190,618	64	20,866	9	13,824	6	11,328	39	28,609	75	92,768
1904.	712	1,205,162	55	27,253	6	3,712	40	16,645	30	15,859	69	81,245
1905.	795	1,623,168		45-10,798			27	16,402	19	17,557	43	73,124
1906.	886	1,828,343	50	16,026	7	10,016	25	18,590	18	24,712	48	35,214
1907.	841	1,607,890	83	21,479	14	24,964	7	8,717	29	28,819	50	61,635
1908.	523	929,669	111	25,512	8	8,669	24	23,502	24	19,172	50	83,429
1909.	526	991,066	35	6,592	3	869	15	25,006	11	7,508	51	42,197
1910.	500	1,143,169	53	14,601	7	11,742	8	14,304	18	12,154	55	80,751
1911.	772	1,803,844	59	16,006	3	3,656	16	37,836	18	18,689	79	125,472
1912.	712	1,738,514	76	25,090	8	9,700	12	38,821	22	26,103	80	110,734
1913.	688	1,932,153	77	26,744	14	21,595	17	61,757	31	40,932	89	176,065
1914.	656	1,683,553	58	22,288	22	25,246	11	34,335	25	32,815	33	114,052
1915.	327	650,919	27	13,289	4	8,725	(1)	(1)	23	45,198	6	25,402
1916.	306	608,235	36	22,577	4	8,994	(1)	(1)	28	35,277	9	42,752
1917.	286	1,162,896	80	66,475	25	27,996	(1)	(1)	23	20,445	6	18,828
1918.	301	1,348,120	184	230,514	22	49,390	(1)	(1)	13	26,150	3	13,715
1919.	612	1,620,442	235	298,495	28	60,233	(1)	(1)	46	37,766	34	32,633
1920.	618	2,055,624	90	174,557	13	29,087	(1)	(1)	30	60,669	50	93,449

¹ No returns.² Returns not complete.

TABLE VIII.—*Number and tonnage of merchant vessels of 100 tons gross and upward launched, 1892-1920—Continued.*

Year.	Germany.		Holland.		Italy.		Japan.		Norway.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1892.....	73	64,888	15	14,368	21	13,888	.....	.....	42	24,572
1893.....	65	60,167	8	1,339	21	10,626	3	1,132	30	16,552
1894.....	77	119,702	41	15,360	10	5,396	14	3,173	25	17,169
1895.....	75	87,786	25	8,292	10	5,603	3	2,296	21	12,873
1896.....	63	103,295	28	12,405	10	6,779	26	7,849	17	12,059
1897.....	84	139,728	42	20,351	8	12,910	22	6,740	25	17,248
1898.....	104	153,147	27	19,468	19	26,530	9	11,424	29	22,670
1899.....	93	211,684	50	34,384	31	49,472	3	6,775	34	27,853
1900.....	93	204,731	61	45,074	36	67,522	3	4,543	42	32,751
1901.....	101	217,563	33	29,927	35	60,526	94	37,208	40	36,875
1902.....	108	213,961	114	69,101	62	46,270	53	27,181	46	37,878
1903.....	120	184,494	109	59,174	61	50,089	62	34,514	54	41,599
1904.....	149	202,197	109	55,636	35	30,016	67	32,969	67	50,469
1905.....	148	255,423	58	44,135	46	61,629	81	31,725	58	52,580
1906.....	205	318,230	89	66,809	30	30,560	107	42,489	69	60,774
1907.....	188	275,003	60	68,623	31	44,666	78	66,254	82	57,556
1908.....	120	207,777	76	58,604	34	26,864	73	59,725	81	52,839
1909.....	84	128,696	52	59,106	28	31,217	75	52,319	45	28,601
1910.....	117	159,303	105	70,945	21	23,019	70	30,215	64	36,931
1911.....	154	255,532	113	93,050	14	17,401	109	44,359	71	35,435
1912.....	165	375,317	112	99,439	27	25,196	168	57,755	89	60,255
1913.....	162	465,226	95	104,296	38	50,356	152	64,664	74	60,637
1914.....	89	357,192	130	118,153	47	42,981	32	85,861	61	54,204
1915.....	()	()	120	113,075	30	22,132	26	49,408	59	62,070
1916.....	()	()	201	180,197	10	56,654	55	145,624	52	42,458
1917.....	()	()	146	148,779	11	38,906	104	350,141	44	46,103
1918.....	()	()	74	74,026	15	60,791	198	489,924	51	47,723
1919.....	()	()	100	137,098	32	82,713	133	611,883	82	57,578
1920.....	()	()	99	183,149	82	133,190	140	456,642	30	38,855

Year.	Sweden.		United States.				Other countries.		Total.	
			Coast.		Great Lakes.					
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1892.....	12	4,659	73	62,588	()	()	28	11,103	1,051	1,358,045
1893.....	18	6,566	36	27,174	()	()	42	11,222	846	1,026,741
1894.....	14	7,310	36	44,847	7	22,047	18	6,584	932	1,323,538
1895.....	13	2,767	41	42,431	20	42,446	12	5,114	880	1,218,160
1896.....	14	4,405	112	77,964	32	106,211	10	3,415	1,113	1,567,882
1897.....	14	6,984	63	34,076	21	52,762	22	6,727	990	1,331,924
1898.....	12	4,385	141	110,186	21	63,064	23	4,583	1,290	1,893,343
1899.....	29	10,367	127	146,108	21	78,170	32	6,015	1,269	2,121,738
1900.....	19	5,735	196	190,962	39	142,565	48	15,439	1,364	2,304,163
1901.....	31	8,241	234	268,091	52	165,144	65	20,649	1,538	2,617,539
1902.....	32	9,030	206	223,360	45	155,814	62	29,247	1,650	2,502,755
1903.....	30	11,855	195	211,219	51	170,601	58	24,073	1,650	2,145,631
1904.....	32	10,267	206	189,430	19	49,088	45	17,987	1,643	1,987,935
1905.....	20	5,282	157	107,368	43	195,459	36	20,272	1,576	2,514,922
1906.....	23	11,579	192	169,358	50	271,729	37	15,334	1,836	2,919,763
1907.....	28	11,781	208	217,530	47	257,145	42	26,026	1,788	2,778,088
1908.....	23	9,546	202	158,645	36	145,898	20	23,435	1,405	1,833,286
1909.....	12	6,316	73	80,485	29	129,119	24	12,960	1,063	1,602,057
1910.....	17	8,904	156	177,601	39	153,717	47	20,497	1,277	1,957,853
1911.....	11	9,427	112	95,663	30	75,876	38	17,864	1,599	2,650,140
1912.....	22	13,968	144	194,273	30	89,950	52	46,654	1,719	2,901,769
1913.....	25	18,524	182	228,232	23	48,216	83	43,455	1,750	3,332,882
1914.....	26	15,163	84	162,937	10	37,825	35	36,148	1,319	2,862,753
1915.....	27	20,319	76	157,167	8	20,293	10	13,641	743	1,201,638
1916.....	34	26,769	167	324,899	44	119,348	18	14,296	964	1,688,060
1917.....	34	26,760	266	821,115	60	176,804	27	32,538	1,112	2,937,766
1918.....	36	39,583	741	2,602,153	188	430,877	40	34,478	1,866	5,447,444
1919.....	53	50,971	852	3,579,826	199	496,559	77	80,374	2,483	7,144,549
1920.....	46	63,823	467	2,348,725	42	127,528	52	96,368	1,759	5,861,666

¹ No returns.

² Returns not complete.

7.—MERCHANT VESSELS UNDER CONSTRUCTION.

The returns compiled by Lloyd's Register of Shipping, which only take into account vessels of 100 tons gross and upward the construction of which has actually been commenced, show that there were 789 merchant vessels of 3,530,047 tons gross under construction in the United Kingdom at the close of the quarter ended June 30, 1921. The particulars of the vessels in question are as follows, similar details being given for the preceding quarter and for June 30, 1921, for the purpose of comparison. Warships are not included in these returns. Complete totals for Germany are not yet available, therefore no figures are shown for that country:

Description.	June 30, 1921.		Mar. 31, 1921.		June 30, 1920.	
Steam:	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.
Steel.....	711	3,282,738	790	3,528,190	888	3,563,251
Ferrocement.....					3	880
Wood and composite.....	4	2,174	4	2,174	4	1,799
Total.....	715	3,284,912	794	3,530,364	895	3,565,910
Motor:						
Steel.....	54	240,198	60	260,731		
Ferrocement.....	2	600	4	2,094		
Wood and composite.....	1	205	2	355		
Total.....	57	241,003	66	263,180		
Sail:						
Steel.....	16	3,832	23	4,749	41	9,469
Ferrocement.....					3	2,174
Wood and composite.....	1	300	1	300	2	600
Total.....	17	4,132	24	5,049	46	12,243
Total steam, motor, and sail.....	789	3,530,047	884	3,798,593	941	3,578,153

The tonnage now under construction in the United Kingdom is about 268,000 tons less than that which was in hand at the end of last quarter and about 48,000 tons less than the tonnage building 12 months ago. These figures, however, do not represent the work actually in progress. The total now returned as under construction includes 735,000 tons on which work has been suspended. It also included 444,000 tons the completion of which has been postponed, owing principally to the joiners' strike and coal dispute. These two totals, amounting to 1,179,000 tons, must therefore be deducted from the tonnage under construction for the purpose of comparison with normal figures, thus reducing it to 2,351,047 tons. The June figures include 89 steamers and motor vessels of 1,000 tons and above, with a total tonnage of 585,980 tons, intended to carry oil. Of the merchant vessels being built in the United Kingdom at the end of June, 642 of 2,874,475 tons are under the inspection of the surveyors of Lloyd's Register with a view to classification by this society.

WORK IN HAND IN PRINCIPAL DISTRICTS.

The following table gives the total figures for vessels now under construction in the principal shipbuilding districts of the country as compared with those for the last quarter and 12 months ago. Each district, of course, includes places in the neighborhood of the port after which it is named.

District and class.	June 30, 1921.		Mar. 31, 1921.		June 30, 1920.	
	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.
Aberdeen:						
Steam.....	18	18,605	18	19,210		
Motor.....			1	150		
Total.....	18	18,605	19	19,360	21	19,743
Barrow, Maryport and Workington:						
Steam.....	8	80,793	11	102,473		
Motor.....	4	27,556	5	34,445		
Total.....	12	108,349	16	136,918	14	131,510

District and class.	June 30, 1921.		Mar. 31, 1921.		June 30, 1920.	
	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.
Belfast:						
Steam.....	41	352,550	48	399,580	47	337,070
Motor.....	1	3,600	2	11,600		
Sail.....					2	1,000
Total.....	42	356,150	50	411,180	49	338,070
Glasgow:						
Steam.....	158	813,794	174	888,911	174	898,653
Motor.....	22	138,930	22	138,930		
Sail.....	4	1,074	8	1,436	25	5,694
Total.....	184	953,798	204	1,009,277	199	874,347
Greenock:						
Steam.....	49	257,830	58	301,887		
Motor.....	5	34,700	5	34,700		
Total.....	54	292,530	63	336,587	75	386,430
Dublin, steam.....	11	13,245	12	15,845	10	13,225
Dundee:						
Steam.....	24	78,240	23	71,240		
Motor.....	2	600	2	600		
Total.....	26	78,840	25	71,840	21	62,380
Hartlepool, steam.....	18	89,965	22	106,300	21	98,880
Hull:						
Steam.....	28	68,187	30	74,107		
Motor.....	1	227	1	227		
Total.....	29	68,414	31	74,334	61	70,499
Leith:						
Steam.....	16	46,713	18	39,553		
Motor.....	1	3,845	1	3,845		
Total.....	17	50,558	19	43,398	27	65,548
Liverpool:						
Steam.....	44	114,057	46	114,357	67	118,742
Motor.....	4	868	8	2,612		
Sail.....					2	1,494
Total.....	48	114,925	54	116,969	69	120,236
Londonderry, steam.....	4	24,800	5	31,800	4	28,000
Middlesbrough, Stockton and Whitby:						
Steam.....	43	213,258	52	231,181	55	248,480
Sail.....					1	680
Total.....	43	213,258	52	231,181	56	249,160
Newcastle:						
Steam.....	111	667,453	126	697,871	129	650,169
Motor.....	5	12,081	5	12,081		
Sail.....	2	800	2	800		
Total.....	118	680,334	133	710,752	129	650,169
Newport, Monmouthshire:						
Steam.....	5	17,346	4	16,196	9	41,274
Sail.....	2	458	5	913		
Total.....	7	17,804	9	17,109	9	41,274
Southampton:						
Steam.....	25	59,541	29	62,041	30	51,451
Motor.....	6	1,968	6	1,480		
Sail.....					4	600
Total.....	31	61,509	35	63,521	34	52,051
Sunderland:						
Steam.....	63	318,148	66	323,865		
Motor.....	2	10,340	3	15,510		
Total.....	65	328,488	69	339,375	70	329,503

SIZE OF VESSELS UNDER CONSTRUCTION.

The following table shows the vessels under construction in the United Kingdom, classified according to gross tonnage:

Gross tonnage.	Number.			Gross tonnage.	Number.		
	Steam.	Motor.	Sail.		Steam.	Motor.	Sail.
100 tons and under 500 ¹	88	17	17	10,000 and under 12,000.....	6	.....	.....
500 and under 1,000.....	92	.....	.....	12,000 and under 15,000.....	27	.....	.....
1,000 and under 2,000.....	77	6	.....	15,000 and under 20,000.....	24	.....	.....
2,000 and under 3,000.....	55	1	.....	20,000 and under 25,000.....	5	.....	.....
3,000 and under 4,000.....	62	3	.....	25,000 and under 30,000.....	1	.....	.....
4,000 and under 5,000.....	42	2	.....	30,000 and under 40,000.....	.....	.....	.....
5,000 and under 6,000.....	80	4	.....	40,000 tons and above.....	.....	.....	.....
6,000 and under 8,000.....	108	16	.....	Total.....	715	57	17
8,000 and under 10,000.....	48	8	.....			

¹ Vessels of less than 100 tons are not included in Lloyd's Register.

OTHER DETAILS.

The following details concerning the shipbuilding work of the United Kingdom during the past three months may be added:

During quarter ended June 30, 1921.		Steam.		Motor.		Sail.	
During quarter ended June 30, 1921:		No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.
Vessels commenced.....		17	65,195	2	2,950	4	883
Vessels launched.....		91	313,103	3	7,505	6	1,082

Merchant vessels under construction in the world.

Where building.	Steam.		Motor.		Sail.		Total.	
	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.
United Kingdom.....	715	3,284,912	57	241,003	17	4,132	789	3,530,047
Other countries ¹	603	2,353,691	126	261,941	122	53,789	851	2,669,421
Total.....	1,318	5,638,603	183	502,944	139	57,921	1,640	6,199,468

¹ Excluding Germany, figures for which country are not available.

TO CLASS WITH LLOYD'S REGISTER.

The tonnage being built in the world at the end of June under the inspection of the surveyors of Lloyd's Register, excluding vessels the construction of which has not actually been commenced and excluding all vessels of less than 100 tons, amounts to 4,235,511 tons.

Merchant vessels under construction abroad.¹

Countries.	Steamers.				Motor vessels.			
	Steel.		Wood.		Steel.		Wood.	
	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.
America (U. S.):								
Atlantic coast.....	58	469,364			4	24,039		
Gulf ports.....	10	44,741						
Pacific coast.....	22	164,200			1	3,800	1	2,300
Great Lakes.....					2	2,080		
British Dominions:								
Canada—								
Great Lakes.....	2	4,803						
Coast.....	23	81,870	1	140	1	350		
Australia.....	8	26,659	1	140				
Hongkong.....	11	49,500			1	150		
Others.....	2	2,500	1	200				
Belgium.....	7	23,165						
Brazil.....	1	2,170						
China.....	7	24,698						
Denmark.....	26	45,700			16	63,260	1	450
Estonia.....					3	1,200	2	405
Finland.....	7	5,819					4	1,305
France.....	92	374,173			2	8,400		
Greece.....	1	900					1	600
Holland.....	137	371,694			11	17,505		
Italy.....	51	250,629	5	2,470	8	37,708	32	10,740
Japan.....	45	229,262					7	1,498
Norway.....	45	63,923			5	19,490	6	4,700
Portugal.....			4	1,523				
Spain.....	17	79,917			16	61,095	2	980
Sweden.....	19	33,536						
Total.....	591	* 2,349,218	12	4,473	70	* 239,075	56	22,866

Countries.	Sailing vessels.				Total.	
	Steel.		Wood.			
	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.
America (U. S.):					102	717, 624
Atlantic coast.....	2	1, 600	2	5, 600		
Gulf ports.....						
Pacific coast.....						
Great Lakes.....						
British Dominions:						
Canada—						
Great Lakes.....					62	177, 912
Coast.....			6	6, 980		
Australia.....			2	3, 580		
Hongkong.....	2	910				
Others.....			1	150		
Belgium.....					7	23, 165
Brazil.....					1	2, 170
China.....					7	24, 698
Denmark.....					43	109, 410
Estonia.....			14	3, 585	19	5, 190
Finland.....			3	980	14	8, 104
France.....	8	7, 285	3	590	105	390, 453
Greece.....					2	1, 500
Holland.....	7	2, 200			155	391, 389
Italy.....			32	8, 788	128	310, 333
Japan.....					45	229, 262
Norway.....	2	475			59	85, 374
Portugal.....			30	9, 000	40	15, 223
Spain.....			1	150	18	80, 067
Sweden.....	1	661	6	1, 275	44	97, 547
Total.....	22	13, 131	100	40, 658	851	2, 669, 421

¹ At the end of June there were under construction abroad 79 steamers and motor vessels of 1,000 tons and above, with a total of 565,598 tons, intended to carry oil in bulk. Of these vessels 48 of 388,868 tons were building in the United States and 8 of 58,980 tons in France.

* Including 1 ferroconcrete vessel of 475 tons.

* Including 1 ferroconcrete vessel of 2,000 tons.

* Including 5 ferroconcrete vessels of 5,000 tons.

Appendix G (progress of British, German, and Japanese shipping) has been omitted from the annual report for 1921, as the returns necessary to bring it up to date have not been fully received.

APPENDIX H.

SQUARE-RIGGED AMERICAN VESSELS.

The steady decline in the square-rigged ships of the world has been noted from time to time in the reports of the Bureau. The following is the inventory of the square-rigged sail vessels of the United States as returned by collectors of customs on June 30, 1921. The list is printed at this time chiefly for historical reference.

NUMBER AND GROSS TONNAGE OF SQUARE-RIGGED VESSELS OF THE UNITED STATES,
BY RIG AND MATERIAL OF WHICH BUILT, JUNE 30, 1921.

Rig.	American built.		Foreign built.		Total:	
	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.
Ships:						
Steel and iron.....	4	13,187	20	41,081	24	54,268
Wood.....	9	13,963	.....	.....	9	13,963
Total.....	13	27,150	20	41,081	33	68,211
Barks:						
Steel and iron.....	3	3,590	16	26,333	19	29,923
Wood.....	21	26,969	2	2,421	23	29,390
Total.....	24	30,559	18	28,754	42	59,313
Barkentines:						
Steel and iron.....	1	2,903	5	8,235	6	11,138
Wood.....	43	62,182	1	685	44	62,867
Total.....	44	65,085	6	8,920	50	74,005
Brigs and brigantines: Wood.....	2	785	.....	.....	2	785
Total, according to material:						
Steel and iron.....	8	19,660	41	75,649	49	95,309
Wood.....	75	103,899	3	3,106	78	107,005
Total.....	83	123,559	44	78,755	127	202,314
Total, according to rigs:						
Ships.....	13	27,150	20	41,081	33	68,211
Barks.....	24	30,559	18	28,754	42	59,313
Barkentines.....	44	65,085	6	8,920	50	74,005
Brigs and brigantines.....	2	785	.....	.....	2	785
Total.....	83	123,559	44	78,755	127	202,314
Total—1920.....	81	114,469	45	78,547	126	193,016
1919.....	72	93,202	48	83,585	120	176,787
1918.....	76	99,426	49	84,057	125	183,483
1917.....	82	98,143	52	87,640	134	185,783
1916.....	87	103,126	42	66,418	129	169,544
1915.....	93	107,140	41	64,008	134	171,148
1914.....	110	129,047	23	36,630	133	165,677
1913.....	122	139,625	24	37,753	146	177,373
1912.....	129	144,088	24	37,753	153	181,841
1911.....	139	153,176	26	39,702	165	192,878
1910.....	157	171,240	26	39,702	183	210,942

The table following gives a summary according to year of American build, from which can be formed an approximate idea of the durability of the fleet.

NUMBER, GROSS TONNAGE, AND RIG OF SQUARE-RIGGED VESSELS BUILT IN THE UNITED STATES, 1840-1921,¹ AND DOCUMENTED ON JUNE 30, 1921.

Calendar year built.	Ships.		Barks.		Barkentines.		Brigs and brigantines.		Total.	
	Num-ber.	Gross tons.	Num-ber.	Gross tons.	Num-ber.	Gross tons.	Num-ber.	Gross tons.	Num-ber.	Gross tons.
1840-1849			1	313					1	313
1850-1867			1	177					1	177
1869	1	1,798							1	1,798
1874	1	1,993	2	3,010	1	885			4	5,788
1875	2	3,064			2	4,189			4	7,253
1876	2	3,022							2	3,022
1877	1	1,392	2	3,145					3	4,537
1878			2	1,232					2	1,232
1879			2	2,946					2	2,946
1880			1	1,317	1	470			2	1,787
1881	1	1,924	1	1,819	1	522			3	4,286
1882	1	1,972	2	3,789					4	7,764
1883	1	2,156	1	523					2	2,679
1884			2	3,403					2	3,403
1885			1	952					1	952
1887					1	604			1	604
1890			1	1,201	2	1,779			3	2,980
1891			1	1,673					1	1,673
1892			1	1,469	1	970	1	495	3	2,934
1893							1	290	1	290
1896					1	707			1	707
1899	1	3,206	3	3,590					4	6,796
1901	1	3,292			5	5,441			6	8,733
1902	1	3,351			5	5,122			6	8,503
1903					1	1,137			1	1,137
1917					1	1,220			1	1,220
1918					2	2,780			2	2,780
1919					4	7,286			4	7,286
1920					16	31,973			16	31,973
Total	13	27,130	24	30,559	44	65,085	2	785	83	123,559

¹ None built in 1895, 1897, 1904-1909, 1911-1916, 1921.

Following is a list of vessels included in the tabulation, the total crews being 2,106, steel vessels being printed in small capitals and iron vessels in italics. Those marked with an asterisk (*) were built abroad. (W)=whaling vessel.

SQUARE-RIGGED VESSELS OF THE UNITED STATES, DOCUMENTED ON JUNE 30, 1921.

SHIPS.

Name.	Crew.	Gross tons.	Year built.	Name.	Crew.	Gross tons.	Year built.
STAR OF LAPLAND	30	3,381	1902	CHILLICOTHE*	30	1,862	1892
STAR OF ZEALAND	30	3,292	1901	Falls of Clyde*	16	1,809	1878
EDWARD SEWALL	29	3,206	1899	St. Nicholas	10	1,798	1869
JOHN ENA*	29	2,842	1892	Star of Italy*	16	1,784	1877
MUSCOOTA*	36	2,660	1888	Star of France*	17	1,766	1877
STAR OF SCOTLAND*	29	2,598	1887	TONAWANDA*	23	1,745	1892
GOLDEN GATE*	25	2,332	1888	Marion Chilcot*	16	1,737	1882
STAR OF GREENLAND*	21	2,179	1892	Rhin*	18	1,690	1886
ANNIE M. REID*	26	2,165	1892	Bohemia	18	1,633	1875
ARAPAHOE*	14	2,163	1892	Santa Clara	18	1,535	1876
WILLIAM T. LEWIS*	25	2,156	1891	Brynild*	21	1,502	1885
Benj. F. Packard	15	2,156	1883	Indiana	14	1,487	1876
DUNSYRE*	26	2,140	1891	Elwell	15	1,461	1875
James Rolph*	28	2,108	1884	Llewellyn I. Morse	18	1,392	1877
Star of Russia	19	1,981	1874				
Abner Coburn	19	1,972	1882	American built (13 vessels)	257	27,130	
Reuce	17	1,924	1881	Foreign built (20 vessels)	443	41,081	
St. Paul	14	1,893	1874				
STAR OF ALASKA*	18	1,862	1886	Total (33 vessels)	700	68,211	

SQUARE-RIGGED VESSELS OF THE UNITED STATES, DOCUMENTED ON JUNE 30, 1921—
Continued.

BARKS.

Name.	Crew.	Gross tons.	Year built.	Name.	Crew.	Gross tons.	Year built.
MOSHULU*.....	37	3, 116	1904	Emily F. Whitney.....	13	1, 317	1880
MONONGAHELA*.....	19	2, 782	1892	St. Katherine.....	13	1, 201	1890
Phyllis*.....	23	2, 246	1886	Oriole*.....	14	1, 152	1881
STAR OF ICELAND*.....	21	2, 161	1896	Snowdon*.....	15	1, 111	1877
I. F. Chapman.....	25	2, 155	1882	Star of Peru*.....	16	1, 027	1863
Star of England*.....	17	2, 123	1893	CALLAO*.....	14	1, 014	1885
STAR OF HOLLAND*.....	21	2, 301	1885	Diamond Head*.....	5	1, 012	1866
George Curtis.....	18	1, 837	1884	Star of Chile*.....	12	1, 001	1868
E. B. Sutton.....	20	1, 819	1881	John J. Phillips.....	12	968	1899
STAR OF FINLAND.....	17	1, 999	1899	Anna Maria d'Abundo*.....	12	954	1903
Oriental.....	17	1, 988	1874	W. B. Flint.....	13	952	1885
Pactolus.....	18	1, 073	1891	C. D. Bryant.....	12	929	1878
Berlin.....	17	1, 034	1882	SEVERN.....	8	923	1899
Levi G. Burgess.....	16	1, 016	1877	Doon*.....	13	848	1877
GRATIA*.....	33	1, 582	1891	Narwhal.....	9	523	1883
Guy C. Goss.....	20	1, 372	1879	Charles W. Morgan (W).....	27	313	1841
Harvard.....	16	1, 566	1884	Wanderer (W).....	27	303	1878
Hecla.....	28	1, 529	1877	Grey Hound.....	30	177	1851
BELMONT*.....	19	1, 528	1891				
Benmore*.....	10	1, 478	1870	American built (24 vessels).....	425	30, 559	
Olympic.....	13	1, 469	1892	Foreign built (18 vessels).....	317	28, 754	
McLaurin.....	17	1, 374	1879				
B. P. Cheney.....	19	1, 322	1874	Total (42 vessels).....	742	59, 313	
Star of India*.....	16	1, 318	1833				

BARKENTINES.

City of Sidney.....	17	2, 903	1875	Herdis.....	13	1, 220	1917
E. R. Sterling*.....	18	2, 577	1883	Cecil P. Stewart.....	11	1, 216	1919
Molletta.....	21	2, 462	1920	Aurora.....	13	1, 211	1901
Marsala.....	21	2, 422	1919	Amazon.....	14	1, 147	1902
Montalcone.....	22	2, 418	1919	Frederic A. Duggan.....	11	1, 137	1903
Macerata.....	22	2, 352	1919	HAUWAI*.....	13	1, 085	1900
Kate G. Petersen.....	18	2, 289	1920	Puako.....	13	1, 084	1902
Alicia Havside.....	10	2, 235	1919	Lahaina.....	13	1, 067	1901
Anne Comyn.....	17	2, 215	1919	Thos. P. Emigh.....	12	1, 040	1902
Phyllis Comyn.....	4	2, 296	1920	Georgina.....	10	998	1901
Russell Havside.....	6	2, 263	1920	Jane L. Stanford.....	12	970	1892
Katherine MacKall.....	17	2, 212	1919	John C. Meyer.....	11	932	1902
City of Galveston.....	23	2, 259	1919	John S. Emory.....	10	919	1890
Monitor.....	18	2, 247	1920	Makaweli.....	12	899	1902
Monterey*.....	11	1, 854	1878	Kohala.....	11	891	1901
Forest Friend.....	14	1, 614	1919	Edward May.....	5	885	1874
Forest Dream.....	14	1, 604	1919	Charles F. Crocker.....	11	860	1890
Forest Pride.....	14	1, 600	1919	Echo.....	9	707	1896
Conqueror.....	13	1, 395	1918	Amos Pegs*.....	7	685	1877
Annie M. Rolph.....	13	1, 393	1919	S. G. Wilder.....	9	604	1887
George U. Hind.....	13	1, 389	1919	Mary Winkelman.....	9	522	1881
Rolph.....	13	1, 386	1919	Wrestler.....	10	470	1880
Hesperian.....	13	1, 385	1918				
ALTA*.....	13	1, 381	1900	American built (44 vessels).....	572	65, 085	
PRINS VALDEMAR*.....	13	1, 338	1892	Foreign built (6 vessels).....	75	8, 920	
Reine Marie Stewart.....	10	1, 307	1919				
Centennial.....	8	1, 283	1875	Total (50 vessels).....	647	74, 005	
James Tuft.....	12	1, 274	1901				

BRIGS AND BRIGANTINES.

Name.	Crew.	Gross tons.	Year built.
Geneva.....	8	495	1892
Jeanette.....	9	290	1893
Total (2 vessels).....	17	785	

APPENDIX I.

FOREIGN-BUILT VESSELS ADMITTED TO AMERICAN REGISTRY DURING THE YEAR ENDED JUNE 30, 1921, CLASSIFIED IN CHRONOLOGICAL ORDER OF ISSUE OF REGISTRY.

Vessel and crew.	Perma- nent register. ¹	Rig.	Serv- ice.	Gross tons.	Net tons.	Year built.	Home port.	Present owner.	Former flag.	Former name.
<i>Act of Aug. 18, 1914.</i>										
307. Uwhilna.	1920. July 1	Ga. y.	Yct.	22	15	1909	Seattle, Wash.	E. H. Hutchison.	British	Uwhilna.
308. Anemone (14).	July 7	Ga. y.	Yct.	118	88	1909	Port Townsend, Wash.	E. A. Sims.	do.	Anemone IV.
309. Iakum (6).	July 8	Ga. s.	Frt.	62	42	1912	Seattle, Wash.	Siberian Commercial Co. (Inc.)	do.	Iakum.
310. Demos (11).	July 9	St. s.	Frt.	100	77	1917	New York, N. Y.	Ecador Bros. Co. (Inc.)	do.	No. 91.
311. Port Saunders (11).	July 20	St. s.	Frt.	112	79	1918	San Francisco, Calif.	California Sea Products Co. (Inc.)	do.	Port Saunders.
312. Eagle (24).	Aug. 11	St. y.	Fct.	341	152	1913	New York, N. Y.	William K. Vanderbilt, Jr.	do.	Adventures.
313. Hawk (10).	Aug. 24	St. s.	Fsn.	113	384	1917	San Francisco, Calif.	California Sea Products Co. (Inc.)	do.	Hawk.
314. Regulate (26).	Aug. 31	St. s.	Thk.	2,630	1,381	1917	Houston, Tex.	Humble Oil & Refining Co. (Inc.)	do.	Regulate.
315. Alex Clark (7).	Sept. 1	St. s.	Tow.	68	46	1920	New York, N. Y.	U. S. Shipping Board.	do.	Alex Clark.
316. Gonzaba (37).	Sept. 13	St. s.	Frt.	1,669	951	1920	New Orleans, La.	Wincome Steamship Corporation.	do.	Gonzaba.
317. Aslaug (37).	Sept. 17	St. s.	Frt.	3,187	1,853	1916	New York, N. Y.	John D. Spreckels.	Norwegian.	Aslaug.
318. Venetia (32).	Oct. 11	St. y.	Yct.	588	223	1903	San Francisco, Calif.	John D. Spreckels.	British	Venetia.
319. Florida (65).	Oct. 30	St. s.	Frt.	1,655	643	1917	New Orleans, La.	Gulf Navigation Co. (Inc.)	do.	Florida.
320. Murekahda (330).	Nov. 3	St. s.	Fas.	17,250	10,844	1917	New York, N. Y.	Atlantic Transport Co. (Inc.)	do.	Murekahda.
321. Orleans (6).	Nov. 28	St. s.	Pas.	268	183	1908	Buffalo, N. Y.	Niagara Ferry & Transportation Co. (Inc.).	do.	Orleans.
322. St. Hellors (22).	Dec. 30	St. s.	Tow.	458	9	1919	Los Angeles, Calif.	Husaca Petroleum Co. (Inc.)	do.	St. Hellors.
323. Callao (214).	do.	St. s.	Pas.	8,226	4,938	1913	New York, N. Y.	U. S. Shipping Board.	Peruvian	Callao.
<i>1921.</i>										
324. Katharine R. (15).	Jan. 13	Ga. y.	Yct.	398	212	1898	San Diego, Calif.	R. T. Robinson.	British	Katoomba.
325. Commodore Jarvis (6).	Apr. 8	St. s.	Frt.	267	126	1903	Rochester, N. Y.	Lake Onondaga Sand Co. (Inc.)	do.	Commodore Jarvis.
326. Acropolis (36).	Apr. 14	St. s.	Pas.	3,083	3,036	1894	New York, N. Y.	Stephen D. Stephaniadis.	do.	Michigan.
327. Tanara (10).	Apr. 20	St. s.	Thk.	254	206	1894	do.	Guiana Development Co. (Inc.)	do.	Atambic.
328. Benmore (10).	Apr. 25	St. s.	Frt.	1,478	1,367	1877	do.	Joseph F. Moran.	do.	Benmore.
329. Rosa Ferita (7).	June 3	Sch.	Frt.	673	580	1918	Tampa, Fla.	G. Ferita.	do.	E. L. Comeau.
<i>Act of Feb. 24, 1915.</i>										
330. Juanita (1).	1920. July 7	Ga. s.	Fsh.	9	7	1911	Juneau, Alaska	Hector D. McLeod.	do.	Mutke.
331. Ellora (13).	July 19	*Sch.	Thk.	1,751	1,667	1879	Galveston, Tex.	T. J. Anderson.	do.	Ellora.

¹ Provisional registers were granted as follows: Sept. 25, 1918, Benmore; Sept. 18, 1920, Florida; July 28, 1920, Gonzaba; Nov. 26, 1920, St. Hellors.

* The last serial number represents the number of foreign-built vessels admitted to American registry since Aug. 18, 1914.

FOREIGN-BUILT VESSELS ADMITTED TO AMERICAN REGISTRY DURING THE YEAR ENDED JUNE 30, 1921, CLASSIFIED
IN CHRONOLOGICAL ORDER OF ISSUE OF REGISTRY—Continued.

Vessel and crew.	Perma- nent register.	Rig.	Serv- ice.	Gross tons.	Net tons.	Year built.	Home port.	Present owner.	Former flag.	Former name.
<i>Act of Sept. 7, 1916.</i>										
332. Eastern Importer (42)	1920. July 30	St. s.	Frt.	5,796	3,596	1920	Seattle, Wash.	U. S. Shipping Board	Japanese	
333. Eastern Exporter (41)	Aug. 6	St. s.	Frt.	5,766	3,573	1920	do.	do.	do.	
334. Eastern Temple (41)	Sept. 7	St. s.	Frt.	3,673	2,235	1920	do.	do.	do.	
335. Eastern Soldier (43)	Sept. 20	St. s.	Frt.	6,749	4,211	1920	do.	do.	do.	
336. Eastern Sword (34)	Dec. 9	St. s.	Frt.	3,785	2,296	1920	do.	do.	do.	
• 337. Eastern Leader (43)	1921. Mar. 24	St. s.	Frt.	4,002	2,445	1920	do.	do.	do.	
338. Mandarin (44)	Apr. 25	St. s.	Frt.	7,038	5,012	1920	San Francisco, Calif.	do.	Chinese	
<i>Act of Mar. 7, 1917.</i>										
339. Carib (5)	Mar. 7	Slp.	Frt.	14	14	1915	St. Thomas, Virgin Islands, United States.	Joseph Plaskett	Danish	Carib.
<i>Joint resolution May 12, 1917.</i>										
340. De Kalb (80)	1920. July 27	St. s.	Frt.	8,797	4,812	1904	New York, N. Y.	U. S. Shipping Board	German	Prinz Eitel Friedrich.
341. New Roncole (295)	Aug. 2	St. s.	Pas.	9,669	5,641	1899	do.	do.	do.	Hamburg.
342. Mount Vernon (240)	Aug. 12	St. s.	Pas.	18,372	7,564	1906	do.	do.	do.	Kronprinzessin Cecilie.
343. Pocahontas (250)	1921. Feb. 25	St. s.	Pas.	10,352	6,103	1900	do.	do.	do.	Prinzess Irene.
344. Antigone (98)	Mar. 19	St. s.	Frt.	9,709	5,632	1900	do.	do.	do.	Neckar.
345. America (360)	June 25	St. s.	Pas.	21,144	12,256	1905	do.	do.	do.	Amerika.
<i>Prize.</i>										
346. Sandoval (4)	1920. July 29	St. y.	Yct.	93	44	1895	Milwaukee, Wis.	Charles S. Neff	Spanish	Sandoval.

APPENDIX J.

MISCELLANEOUS.

The following appendix contains miscellaneous information relating to matters in the text.

1. FOREIGN CARRYING TRADE OF THE UNITED STATES, 1821-1921.

The following statement of the value of imports and exports of the United States carried in American and foreign vessels and in cars and other land vehicles for the fiscal years 1821 to 1921 is furnished by the Bureau of Foreign and Domestic Commerce of the Department of Commerce:

Year.	Imports.			Exports. ¹		
	In cars and other land vehicles. ²	In American vessels.	In foreign vessels.	In cars and other land vehicles. ²	In American vessels.	In foreign vessels.
1821.....		\$58,025,890	\$4,559,825		\$55,175,572	\$9,798,410
1822.....		76,984,331	6,257,210		60,715,568	11,444,713
1823.....		71,511,541	6,067,726		65,315,666	9,383,464
1824.....		75,265,053	5,283,954		67,411,706	8,574,951
1825.....		91,902,512	4,437,563		88,799,749	10,735,639
1826.....		80,778,120	4,196,357		69,553,516	8,041,806
1827.....		74,965,496	4,518,572		72,090,544	10,232,283
1828.....		81,951,319	6,558,505		61,108,374	11,156,312
1829.....		69,325,552	5,166,975		62,089,441	10,269,230
1830.....		66,035,739	4,481,181		63,882,719	9,966,789
1831.....		93,962,110	9,229,014		65,546,181	15,764,402
1832.....		90,293,229	10,731,037		66,140,760	21,036,183
1833.....		98,060,772	10,057,539		68,058,231	22,082,202
1834.....		113,700,174	12,821,858		77,693,461	26,643,512
1835.....		135,288,865	14,606,577		94,135,191	27,558,386
1836.....		171,056,442	18,323,593		97,132,457	31,530,583
1837.....		122,177,193	18,812,024		91,207,563	26,211,813
1838.....		103,887,448	10,629,956		89,818,799	18,666,817
1839.....		143,874,252	18,217,880		94,787,948	26,240,468
1840.....		92,802,352	14,339,167		105,622,257	26,463,689
1841.....		113,221,877	14,724,300		94,808,638	27,043,165
1842.....		88,724,280	11,437,507		79,893,023	24,798,511
1843.....		49,971,875	14,781,924		65,053,636	19,292,844
1844.....		94,174,673	14,260,362		78,450,529	32,749,517
1845.....		102,438,481	14,816,083		86,942,442	27,704,164
1846.....		106,008,173	15,683,624		88,550,175	26,938,341
1847.....		113,141,357	33,404,281		100,204,804	53,868,210
1848.....		128,647,232	26,351,696		109,657,931	44,374,200
1849.....		120,382,132	27,475,287		100,533,123	45,222,697
1850.....		139,657,043	38,481,275		99,615,041	52,283,679
1851.....		163,650,543	52,574,389		152,451,689	65,931,322
1852.....		155,258,467	53,038,388		139,476,937	70,181,429
1853.....		191,688,325	76,290,322		155,028,802	75,947,355
1854.....		215,376,273	86,117,821		191,322,266	84,474,054
1855.....		202,234,900	59,233,620		203,250,562	71,906,284
1856.....		249,972,512	64,667,430		232,295,762	94,669,146
1857.....		259,116,170	101,773,971		251,214,857	111,745,825
1858.....		203,700,016	78,913,134		243,491,288	81,153,133
1859.....		216,123,428	122,644,702		249,617,953	107,171,509
1860.....		228,164,855	134,001,399		279,082,902	121,039,394
1861.....		201,544,055	134,106,098		179,972,733	69,372,180
1862.....		92,274,100	113,497,629		125,421,318	104,517,667
1863.....		100,744,580	143,175,340		132,127,891	199,880,691
1864.....		81,212,077	248,350,818		102,849,409	237,442,730
1865.....		74,385,116	174,170,536		93,017,756	262,539,588
1866.....		112,040,395	333,471,763		213,671,466	351,754,928
1867.....		117,209,536	300,622,035		180,625,368	280,708,388
1868.....		122,965,225	248,659,583		175,016,348	301,886,491
1869.....		136,802,024	300,512,231		153,154,748	285,979,781
1870.....		153,237,077	309,140,510		199,732,324	329,786,978

¹ Stated in mixed gold and currency values from 1862 to 1879, inclusive.

² Not separately stated prior to July 1, 1870.

1. FOREIGN CARRYING TRADE OF THE UNITED STATES, 1821-1921—Continued.

Year.	Imports.			Exports.		
	In cars and other land vehicles.	In American vessels.	In foreign vessels.	In cars and other land vehicles.	In American vessels.	In foreign vessels.
1871.....	\$15,187,354	\$163,285,710	\$363,020,644	\$7,798,156	\$190,378,462	\$392,801,922
1872.....	17,635,681	177,286,302	445,416,783	10,015,089	168,044,799	393,929,579
1873.....	17,070,548	174,789,834	471,806,765	10,799,430	171,566,758	494,915,886
1874.....	14,513,335	176,027,778	405,320,135	8,509,305	174,424,216	533,885,971
1875.....	13,083,859	157,872,726	382,949,568	7,304,376	156,385,066	501,838,949
1876.....	12,148,667	143,389,704	321,139,500	6,324,487	167,686,467	492,215,487
1877.....	10,697,640	151,834,067	329,585,833	6,767,170	164,826,214	530,354,703
1878.....	12,965,999	146,499,282	307,407,565	7,511,366	166,551,624	569,583,564
1879.....	11,983,823	143,590,353	310,499,599	7,439,862	128,425,339	600,769,633
1880.....	15,142,465	149,317,368	503,494,913	5,838,928	109,029,209	720,770,521
1881.....	17,193,213	133,631,146	491,840,269	8,259,308	116,955,324	777,162,714
1882.....	22,854,946	130,266,826	571,517,802	12,118,371	96,962,919	641,460,967
1883.....	23,003,048	136,002,290	564,175,576	25,089,844	104,418,210	694,331,348
1884.....	20,140,294	135,046,207	512,511,192	20,573,774	98,652,828	615,287,007
1885.....	21,149,476	112,864,052	443,513,801	24,183,299	82,001,691	636,004,765
1886.....	24,555,683	118,942,817	491,937,636	19,144,667	78,406,686	581,973,477
1887.....	27,562,059	121,365,493	543,292,216	21,389,666	72,991,253	621,802,292
1888.....	32,209,459	123,525,298	568,222,857	22,147,368	67,332,175	606,474,964
1889.....	38,227,861	120,782,910	586,120,881	28,436,517	83,022,198	630,942,660
1890.....	40,621,361	124,948,948	623,740,100	32,949,902	77,502,138	747,376,644
1891.....	40,932,755	127,471,678	676,511,763	31,923,439	78,988,047	773,569,324
1892.....	39,726,595	139,139,891	648,535,976	33,221,472	81,033,844	916,022,852
1893.....	44,121,094	127,095,434	695,184,394	43,862,947	70,670,073	733,132,174
1894.....	29,623,095	121,561,193	503,810,334	49,221,427	73,707,023	769,212,122
1895.....	33,201,988	108,229,615	590,538,362	49,902,754	62,277,581	695,357,830
1896.....	35,535,079	117,299,074	626,890,521	61,131,125	70,392,813	751,083,000
1897.....	35,535,620	109,138,454	619,784,333	65,082,305	79,941,823	905,969,428
1898.....	30,427,784	93,535,867	492,086,003	73,283,704	67,792,150	1,090,406,786
1899.....	33,424,821	82,050,118	581,673,550	88,870,907	78,562,688	1,064,590,307
1900.....	44,412,509	104,304,940	701,223,735	110,483,141	90,779,252	1,193,220,689
1901.....	47,100,814	93,055,439	983,015,858	111,900,131	84,343,122	1,291,520,938
1902.....	56,366,711	102,188,002	744,760,235	123,824,337	83,631,985	1,174,263,079
1903.....	66,208,195	123,666,832	835,844,210	138,851,301	91,028,200	1,190,258,178
1904.....	68,239,120	132,253,065	790,595,186	152,736,889	97,482,054	1,210,608,328
1905.....	78,225,270	160,649,571	878,138,230	163,540,659	129,958,375	1,225,063,232
1906.....	86,677,047	168,488,129	971,397,270	173,735,340	153,859,076	1,396,270,084
1907.....	176,649,716	176,550,716	1,693,998,060	218,472,337	141,780,310	1,520,598,231
1908.....	71,310,825	151,919,733	971,111,234	180,551,127	120,582,142	1,372,692,807
1909.....	71,391,142	150,528,078	1,090,001,007	222,189,155	108,129,142	1,402,524,390
1910.....	90,408,369	147,100,976	1,319,438,085	278,724,159	113,736,171	1,640,925,933
1911.....	91,074,620	146,640,912	1,289,510,573	274,828,714	133,565,552	1,728,796,688
1912.....	102,187,084	170,849,680	1,380,228,170	323,929,836	151,601,885	1,887,460,562
1913.....	115,346,125	193,094,242	1,504,567,897	360,485,334	187,938,253	1,887,460,562
1914.....	116,217,004	198,923,666	1,538,784,987	316,819,289	169,436,090	1,875,323,769
1915.....	147,900,328	281,334,841	1,244,934,571	302,233,277	290,597,071	2,175,738,962
1916.....	197,908,399	449,872,638	1,550,102,577	507,416,794	499,035,673	3,327,030,498
1917.....	304,616,383	648,256,478	1,706,482,324	825,292,083	803,829,900	4,660,926,341
1918.....	385,228,158	710,777,017	1,849,650,228	776,438,180	977,718,929	4,165,554,282
1919.....	478,684,231	875,602,857	1,741,432,980	889,220,129	1,617,900,599	4,725,161,958
1920.....	531,664,500	1,835,757,405	2,870,930,209	942,566,338	3,235,865,822	3,932,444,373
1921.....	446,742,761	1,301,944,050	1,905,762,619	813,587,305	2,245,703,359	3,457,024,652

Total United States imports and exports.

Year.	By sea. ¹				By land vehicles.	Total by land and sea.
	In American vessels.	In foreign vessels.	Total.	Per cent in American vessels.		
1821.....	\$113, 201, 462	\$14, 358, 235	\$127, 559, 697	88. 7		
1822.....	137, 699, 899	17, 701, 923	155, 401, 822	88. 4		
1823.....	136, 827, 207	15, 451, 190	152, 278, 397	89. 9		
1824.....	142, 676, 759	13, 858, 905	156, 535, 664	91. 2		
1825.....	180, 702, 261	15, 173, 202	195, 875, 463	92. 3		
1826.....	150, 331, 636	12, 238, 163	162, 569, 799	92. 5		
1827.....	147, 056, 040	14, 750, 855	161, 806, 895	90. 9		
1828.....	143, 059, 693	17, 714, 817	160, 774, 510	88. 9		
1829.....	131, 414, 993	15, 436, 205	146, 851, 198	89. 5		

¹ Includes also all water-borne foreign commerce of ports on the Great Lakes.

1. FOREIGN CARRYING TRADE OF THE UNITED STATES, 1821-1921—Continued.

Year.	Total United States imports and exports.					By land vehicles.	Total by land and sea.
	By sea.						
	In American vessels.	In foreign vessels.	Total.	Per cent in American vessels.			
1830.	\$129,918,458	\$14,447,970	\$144,366,428	89.9			
1831.	159,508,291	24,993,416	184,501,707	86.5			
1832.	156,438,989	31,767,220	188,206,209	83.1			
1833.	166,119,003	32,139,741	198,258,744	83.8			
1834.	191,393,635	39,464,670	230,858,305	83.0			
1835.	229,424,056	42,165,263	271,589,319	84.5			
1836.	268,188,899	49,854,176	318,043,075	84.3			
1837.	213,384,756	45,023,837	258,408,593	82.6			
1838.	192,907,247	29,296,773	222,204,020	84.2			
1839.	238,662,200	44,458,348	283,120,548	84.3			
1840.	198,424,609	40,802,856	239,227,465	82.9			
1841.	208,030,515	41,767,465	249,797,980	83.3			
1842.	168,617,303	36,236,318	204,853,621	82.3			
1843.	115,025,511	34,074,768	149,100,279	77.1			
1844.	172,625,202	47,009,879	219,635,081	78.6			
1845.	189,380,923	42,520,247	231,901,170	81.7			
1846.	192,558,348	42,621,965	235,180,313	81.7			
1847.	213,346,161	87,272,491	300,618,652	70.9			
1848.	238,305,163	70,725,896	309,021,059	77.4			
1849.	220,915,275	72,697,984	293,613,259	75.2			
1850.	239,272,084	90,764,954	330,037,038	72.5			
1851.	316,107,232	118,505,711	434,612,943	72.7			
1852.	294,735,404	123,219,817	417,955,221	70.5			
1853.	346,717,127	152,237,677	498,954,804	69.5			
1854.	406,698,539	170,591,875	577,290,414	70.5			
1855.	405,485,462	131,139,904	536,625,366	75.6			
1856.	482,268,274	159,336,576	641,604,850	75.2			
1857.	510,331,027	213,519,796	723,850,823	70.5			
1858.	447,191,304	160,066,267	607,257,571	73.7			
1859.	465,741,381	229,816,211	695,557,592	66.9			
1860.	507,247,757	255,040,793	762,288,550	66.5			
1861.	381,516,788	203,478,278	584,995,066	65.2			
1862.	217,695,418	218,015,296	435,710,714	50.0			
1863.	241,872,471	343,056,081	584,928,552	41.4			
1864.	184,061,486	485,793,548	669,855,034	27.5			
1865.	167,402,872	437,010,124	604,412,996	27.7			
1866.	325,711,861	685,226,691	1,010,938,552	32.2			
1867.	297,834,904	581,330,403	879,165,307	33.9			
1868.	297,981,573	550,546,074	848,527,647	35.1			\$848,527,647
1869.	289,956,772	586,492,012	876,448,784	33.2			876,448,784
1870.	352,969,401	638,927,488	991,896,889	35.6			991,896,889
1871.	353,664,172	755,822,576	1,109,486,748	31.9	\$22,985,510	1,132,472,258	
1872.	345,331,101	839,346,362	1,184,677,463	29.2	27,660,770	1,212,328,233	
1873.	346,306,592	966,722,651	1,313,029,243	26.4	27,869,978	1,340,899,221	
1874.	350,451,994	939,206,106	1,289,658,100	27.2	23,022,540	1,312,680,640	
1875.	314,257,792	884,788,517	1,199,046,309	26.2	20,388,235	1,219,434,544	
1876.	311,076,171	813,354,987	1,124,431,158	27.7	18,473,154	1,142,904,312	
1877.	316,660,281	859,920,536	1,176,580,817	26.9	17,464,810	1,194,045,627	
1878.	313,050,906	876,991,129	1,190,042,035	26.3	20,477,364	1,210,519,399	
1879.	272,015,692	911,269,332	1,183,284,024	23.0	19,423,685	1,202,708,609	
1880.	258,346,577	1,224,265,434	1,482,612,011	17.4	20,981,393	1,503,593,404	
1881.	250,586,470	1,269,002,983	1,519,589,453	16.5	25,452,521	1,545,041,974	
1882.	227,229,745	1,212,978,769	1,440,208,514	15.8	34,973,317	1,475,181,831	
1883.	240,420,500	1,258,506,024	1,498,927,424	16.0	48,092,892	1,547,020,316	
1884.	233,699,035	1,127,798,199	1,361,497,234	17.2	46,714,068	1,408,211,302	
1885.	194,865,743	1,079,518,566	1,274,384,309	15.3	45,332,775	1,319,717,084	
1886.	197,349,503	1,073,911,113	1,271,260,616	15.5	43,700,350	1,314,960,966	
1887.	194,356,746	1,165,194,508	1,359,551,254	14.3	48,951,725	1,408,502,979	
1888.	190,857,473	1,174,697,321	1,365,554,794	14.0	54,356,827	1,419,911,621	
1889.	203,805,108	1,217,063,541	1,420,868,649	14.3	66,664,378	1,487,533,027	
1890.	202,451,086	1,371,116,744	1,573,567,830	12.9	73,771,263	1,647,339,093	
1891.	206,459,725	1,450,081,087	1,656,540,812	12.5	72,856,194	1,729,397,006	
1892.	220,173,735	1,564,559,651	1,784,733,386	12.3	72,947,224	1,857,680,610	
1893.	197,765,507	1,428,316,368	1,626,082,075	12.2	87,984,041	1,714,066,116	
1894.	195,268,216	1,273,022,456	1,468,290,672	13.3	78,844,522	1,547,135,194	
1895.	170,507,196	1,285,896,192	1,456,403,388	11.7	83,104,742	1,539,508,130	
1896.	187,691,887	1,377,973,321	1,565,665,208	12.0	96,666,204	1,662,331,612	
1897.	189,075,277	1,525,753,766	1,714,829,043	11.0	100,894,925	1,815,723,968	
1898.	161,328,017	1,582,492,479	1,743,820,496	9.3	103,711,488	1,847,531,984	
1899.	160,612,206	1,646,263,857	1,806,876,063	8.9	117,295,728	1,924,171,791	
1900.	195,084,192	1,894,444,424	2,089,528,616	9.3	154,895,650	2,244,424,266	
1901.	177,398,615	1,974,535,796	2,151,935,411	8.2	159,001,745	2,310,937,156	
1902.	185,819,887	1,919,029,314	2,104,849,201	8.8	180,191,048	2,285,040,349	

1. FOREIGN CARRYING TRADE OF THE UNITED STATES, 1821-1921—Continued.

Year.	Total United States imports and exports.					By land vehicles.	Total by land and sea.
	By sea.						
	In American vessels.	In foreign vessels.	Total.	Per cent in American vessels.			
1903.....	\$214,695,032	\$2,026,106,388	\$2,240,801,420	9.6	\$205,059,496	\$2,445,860,916	
1904.....	229,735,119	2,001,203,514	2,230,938,633	10.3	220,976,009	2,451,914,642	
1905.....	290,607,946	2,103,201,462	2,393,809,408	12.1	242,285,329	2,636,074,737	
1906.....	322,347,205	2,367,667,354	2,690,014,559	12.0	280,412,387	2,970,426,946	
1907.....	318,331,026	2,684,290,291	3,002,627,317	10.6	312,645,186	3,315,272,503	
1908.....	272,513,322	2,520,739,364	2,793,253,186	9.8	261,881,952	3,055,115,138	
1909.....	258,657,217	2,462,693,814	2,721,351,031	9.5	253,590,297	2,974,931,328	
1910.....	260,837,147	2,721,962,475	2,982,799,622	8.7	319,132,528	3,301,932,150	
1911.....	280,206,464	2,930,436,506	3,210,642,970	8.7	365,903,334	3,576,546,304	
1912.....	322,451,565	3,109,018,858	3,431,470,423	9.4	426,116,920	3,857,587,343	
1913.....	381,032,496	3,392,028,429	3,773,060,925	10.1	505,831,459	4,278,892,384	
1914.....	368,359,756	3,417,108,756	3,785,468,512	9.7	473,036,293	4,258,504,805	
1915.....	571,931,912	3,420,693,563	3,992,625,475	14.3	450,133,605	4,442,769,080	
1916.....	948,908,216	4,877,132,995	5,826,041,211	16.3	705,325,184	6,531,366,395	
1917.....	1,452,086,468	6,387,408,665	7,839,495,133	18.6	1,129,908,446	8,969,403,579	
1918.....	1,688,495,946	6,015,204,510	7,703,700,456	21.9	1,161,686,318	8,865,386,774	
1919.....	2,493,503,456	6,466,594,938	8,960,098,394	27.8	1,367,904,360	10,328,002,754	
1920.....	5,071,623,227	6,803,374,582	11,874,997,809	42.7	1,474,280,838	13,349,283,647	
1921.....	3,547,647,439	5,362,787,271	8,910,434,710	39.8	1,260,330,066	10,170,764,776	

2. TONNAGE OF AMERICAN AND FOREIGN VESSELS ENTERED AND CLEARED IN THE FOREIGN TRADE OF THE UNITED STATES, FISCAL YEARS 1821-1921.

[Compiled in the Bureau of Foreign and Domestic Commerce of the Department of Commerce.]

Year.	Entered.				Cleared.				Total.			
	American.	Per cent.	Foreign.	Per cent.	American.	Per cent.	Foreign.	Per cent.	American.	Per cent.	Foreign.	Per cent.
1821	765,098	91	81,526	9	804,947	91	83,073	9	1,570,045	90	164,604	10
1822	787,961	89	100,541	11	813,748	90	97,490	10	1,501,709	88	198,031	12
1823	775,271	86	119,488	14	810,761	87	119,740	13	1,586,032	86	239,208	14
1824	850,033	89	102,367	11	919,278	89	102,552	11	1,769,311	90	204,919	10
1825	880,754	90	92,927	10	960,366	90	95,080	10	1,841,120	91	188,007	9
1826	942,206	89	105,654	11	953,012	90	99,417	10	1,895,218	89	205,071	11
1827	918,361	86	137,589	14	980,542	88	131,250	12	1,898,903	88	268,839	12
1828	868,381	86	150,223	14	897,404	86	151,030	14	1,765,785	85	301,253	15
1829	872,949	86	130,743	14	944,799	87	133,006	13	1,817,748	87	263,749	13
1830	967,227	88	131,900	12	971,760	88	133,436	12	1,938,987	88	255,335	12
1831	922,952	76	481,948	24	972,504	78	271,994	22	1,895,456	77	553,942	23
1832	949,622	70	393,038	30	974,865	71	387,505	29	1,924,487	71	780,543	29
1833	1,111,441	69	496,705	31	1,142,160	69	497,039	31	2,253,601	68	993,744	32
1834	1,074,670	65	568,052	35	1,134,020	66	577,700	31	2,208,690	66	1,145,752	34
1835	1,352,653	68	641,310	32	1,400,517	69	630,824	31	2,753,270	68	1,280,134	32
1836	1,255,384	64	680,213	36	1,315,523	66	674,721	34	2,570,907	65	1,354,931	35
1837	1,299,720	62	765,703	38	1,296,622	62	756,292	38	2,566,342	63	1,521,995	37
1838	1,302,764	68	592,110	32	1,408,761	69	604,166	31	2,711,735	69	1,193,276	31
1839	1,491,279	71	624,814	29	1,477,928	71	611,839	29	2,999,207	71	1,233,653	29
1840	1,576,946	68	712,363	32	1,647,069	69	706,486	31	3,223,955	69	1,418,849	31
1841	1,631,909	68	735,444	32	1,634,156	68	733,849	32	3,266,065	69	1,473,293	31
1842	1,510,111	67	732,775	33	1,536,451	67	740,497	33	3,045,592	68	1,473,272	32
1843	1,143,523	68	534,752	32	1,268,083	70	523,949	30	2,411,606	70	1,058,701	30
1844	1,977,438	68	916,922	32	2,010,924	68	906,814	32	3,988,332	69	1,823,733	31
1845	2,035,486	69	910,535	31	2,053,977	69	930,275	31	4,089,463	69	1,840,838	31
1846	2,151,114	69	958,739	31	2,221,028	69	968,178	31	4,372,142	70	1,927,917	30
1847	2,101,359	66	1,220,346	34	2,202,393	65	1,176,605	35	4,303,752	65	2,291,951	35
1848	2,393,482	63	1,405,191	37	2,461,280	63	1,404,159	37	4,554,762	64	2,809,350	36
1849	2,658,321	61	1,710,515	39	2,753,724	62	1,675,709	38	5,412,045	62	3,386,224	38
1850	2,573,016	59	1,715,623	41	2,632,788	60	1,728,214	40	5,205,804	60	3,503,837	40
1851	3,054,349	61	1,938,091	39	3,200,519	62	1,928,535	38	6,254,808	62	3,888,626	38
1852	3,235,522	61	2,057,358	39	3,230,590	61	2,047,575	39	6,466,112	62	4,104,933	38
1853	4,004,013	63	2,277,930	37	3,766,789	62	2,298,790	38	7,770,802	63	4,576,720	37
1854	3,752,115	63	2,132,224	37	3,911,392	64	2,107,802	36	7,683,507	65	4,240,026	35
1855	3,831,391	64	2,083,948	36	4,068,979	65	2,110,322	35	7,930,373	65	4,194,270	35
1856	4,385,484	65	2,486,769	35	4,538,364	64	2,462,109	36	8,923,848	65	4,948,878	35

2. TONNAGE OF AMERICAN AND FOREIGN VESSELS ENTERED AND CLEARED IN THE FOREIGN TRADE OF THE UNITED STATES, FISCAL YEARS 1821-1921—Contd.

Year.	Entered.				Cleared.				Total.			
	Ameri- can.	Per cent.	Foreign.	Per cent.	Ameri- can.	Per cent.	Foreign.	Per cent.	Ameri- can.	Per cent.	Foreign.	Per cent.
1857.....	4,721,370	65	2,464,946	35	4,580,651	64	2,490,170	36	9,302,021	66	4,955,116	34
1858.....	4,395,642	66	2,209,403	34	4,490,033	66	3,312,759	34	8,885,675	67	4,522,162	33
1859.....	5,265,648	67	2,540,387	33	5,297,367	66	2,618,338	34	10,563,015	68	5,158,775	32
1860.....	5,921,285	71	2,553,911	29	6,165,924	70	2,624,005	30	12,087,209	71	4,977,916	29
1861.....	5,023,917	69	2,217,554	31	4,889,313	68	2,262,042	32	9,913,230	70	4,479,596	30
1862.....	5,117,685	69	2,245,278	31	4,961,818	67	2,570,999	33	10,079,503	69	4,622,277	31
1863.....	4,614,698	63	2,640,378	37	4,447,261	59	3,064,023	41	9,061,959	62	5,704,401	38
1864.....	3,066,434	46	3,471,219	54	3,090,948	45	3,741,131	55	6,157,882	46	7,212,550	54
1865.....	2,943,061	47	3,216,967	53	3,025,134	45	3,595,123	55	5,968,795	47	6,812,090	53
1866.....	3,372,060	43	4,410,424	57	3,383,176	43	4,438,384	57	6,755,236	44	8,812,808	56
1867.....	3,455,052	44	4,318,673	56	3,419,502	44	4,465,490	57	6,874,554	44	8,784,163	56
1868.....	3,550,550	44	4,495,465	56	3,717,956	44	4,561,000	56	7,285,506	45	9,056,525	55
1869.....	3,402,668	38	5,347,694	62	3,381,363	38	4,372,570	62	6,784,031	39	10,720,264	61
1870.....	3,496,038	38	5,669,621	62	3,506,929	38	5,062,474	62	6,992,967	38	11,332,095	62
1871.....	3,742,740	37	6,266,444	63	3,746,942	37	6,151,537	63	7,489,682	38	12,417,991	62
1872.....	3,711,846	34	7,094,577	66	3,682,309	34	7,051,425	66	7,394,155	35	14,146,002	65
1873.....	3,612,631	30	8,083,085	70	3,756,564	30	8,065,132	70	7,369,195	32	16,148,218	68
1874.....	3,893,725	29	9,197,829	71	3,982,052	30	9,207,396	70	7,875,777	30	18,405,225	70
1875.....	3,673,950	30	8,118,860	70	3,736,639	31	8,159,868	69	7,310,589	30	16,278,728	70
1876.....	3,641,436	28	8,899,312	72	3,732,415	29	8,922,699	71	7,343,851	30	17,822,011	70
1877.....	3,663,403	27	9,791,386	73	3,765,171	28	9,677,218	72	7,428,574	29	19,468,604	72
1878.....	3,642,417	25	10,821,387	75	3,872,203	26	10,935,318	74	7,514,620	26	21,756,715	74
1879.....	3,415,410	21	12,777,734	79	3,464,360	21	12,610,923	79	6,879,770	22	25,888,657	78
1880.....	3,436,964	19	14,573,685	81	3,397,355	18	14,645,544	82	6,834,319	19	29,219,229	81
1881.....	3,253,584	17	15,065,620	83	3,375,535	18	15,094,392	82	6,629,119	19	30,160,012	81
1882.....	3,340,968	18	14,259,769	82	3,317,598	18	14,439,164	82	6,658,566	19	28,698,933	81
1883.....	3,255,543	20	13,126,184	80	3,307,223	20	13,233,673	80	6,562,766	20	26,359,857	80
1884.....	3,202,293	22	11,866,535	78	3,239,641	22	11,967,902	78	6,438,934	22	23,343,437	78
1885.....	3,132,011	21	12,172,816	79	3,231,556	21	12,283,213	79	6,393,567	21	24,456,029	79
1886.....	3,231,673	21	11,904,043	79	3,303,373	21	12,024,299	79	6,534,946	21	23,028,342	79
1887.....	3,365,516	21	12,450,767	79	3,259,046	20	12,404,185	80	6,624,562	20	24,944,952	80
1888.....	3,366,767	22	12,026,336	78	3,415,004	22	12,253,900	78	6,781,771	22	24,280,236	78
1889.....	3,724,325	23	12,227,794	77	3,988,454	24	12,354,693	76	7,142,779	23	24,582,487	77
1890.....	4,083,121	23	14,024,140	77	4,066,757	23	14,082,108	77	7,149,878	23	28,106,245	77
1891.....	4,380,804	24	13,823,491	76	4,455,402	24	13,805,430	76	8,836,206	24	27,628,921	76
1892.....	4,469,955	22	16,543,469	78	4,536,151	22	16,624,882	78	9,006,106	22	33,168,351	78
1893.....	4,358,686	22	15,223,130	78	4,403,392	22	15,357,384	78	8,762,048	22	30,588,514	78
1894.....	4,654,679	23	15,334,084	77	4,739,918	23	15,531,772	77	9,894,597	23	30,866,756	77
1895.....	4,472,330	23	14,822,085	77	4,504,227	23	15,246,319	77	9,977,057	23	30,068,404	77
1896.....	5,196,320	25	15,792,964	75	5,329,599	25	16,084,986	75	10,525,919	25	31,877,850	75
1897.....	5,525,328	23	18,234,922	77	5,618,142	24	18,091,053	76	11,143,470	23	36,326,975	77
1898.....	5,240,046	20	20,339,353	80	5,111,447	20	20,636,785	80	10,351,493	20	40,976,138	80
1899.....	5,340,660	20	20,770,156	80	5,471,752	21	20,794,224	79	10,812,412	21	41,564,380	79
1900.....	6,135,652	22	22,027,353	78	6,208,918	22	22,072,233	78	12,344,570	22	44,099,576	78
1901.....	6,381,305	21	23,386,716	79	6,417,347	22	23,402,546	78	12,798,652	21	46,789,262	79
1902.....	6,961,200	23	23,693,232	77	6,821,555	22	23,622,527	78	13,782,755	23	47,315,759	77
1903.....	6,906,582	22	24,187,081	78	6,975,227	22	24,304,941	78	13,881,809	22	48,528,022	78
1904.....	6,679,173	22	23,273,237	78	6,641,374	22	23,374,201	78	13,820,547	22	46,647,438	78
1905.....	7,080,624	23	23,902,593	77	7,203,008	23	23,954,533	77	14,283,632	23	47,857,126	77
1906.....	7,612,690	22	26,542,755	78	7,548,533	22	26,203,921	78	15,193,223	22	52,746,676	77
1907.....	8,115,656	22	28,506,600	78	8,092,557	22	27,897,500	78	16,208,213	22	56,404,100	78
1908.....	8,473,227	22	30,075,968	78	8,435,207	22	29,846,469	78	16,908,434	22	59,922,457	78
1909.....	8,771,464	22	30,286,674	78	8,491,725	22	29,704,756	78	17,263,189	22	59,991,430	78
1910.....	8,888,459	22	31,347,347	78	8,808,603	22	30,897,255	78	17,697,062	22	62,244,602	78
1911.....	9,692,770	23	32,982,219	77	9,753,463	23	32,683,684	77	19,446,233	23	65,665,903	77
1912.....	11,257,098	25	34,900,973	75	11,703,467	25	34,713,445	75	22,960,565	25	69,614,418	75
1913.....	13,072,567	26	37,566,606	74	13,945,801	27	37,206,158	73	27,018,368	26	74,772,764	74
1914.....	13,730,075	26	39,658,502	74	13,740,628	26	39,442,781	74	27,470,103	26	79,101,283	74
1915.....	13,275,454	28	33,435,012	72	13,418,282	29	33,466,806	71	26,693,736	29	66,901,818	71
1916.....	17,927,674	35	33,622,223	65	17,902,068	34	34,520,940	66	35,829,742	34	68,143,163	66
1917.....	18,724,710	37	31,747,466	63	19,145,754	37	32,931,316	63	37,870,944	37	64,678,782	63
1918.....	19,283,530	42	26,172,407	58	19,206,233	42	26,807,749	58	38,489,763	42	52,980,156	58
1919.....	19,694,012	44	25,259,605	56	21,326,734	45	26,595,996	55	41,020,746	44	51,855,601	56
1920.....	26,242,330	50	26,178,328	50	28,997,549	52	27,074,832	48	55,239,879	51	53,253,160	49
1921.....	33,956,732	50	33,996,562	50	33,989,604	48	36,128,271	52	67,946,336	49	70,124,833	51

3. WATER-BORNE IMPORTS AND DOMESTIC EXPORTS OF UNITED STATES, BY NATIONALITY OF VESSELS, FISCAL YEARS 1916-1921.

Nationality of vessels.	1916	1917	1918	1919	1920	1921
IMPORTS.						
American.....	\$449,872,543	\$648,256,478	\$710,777,017	\$875,602,857	\$1,835,757,405	\$1,301,944,050
Austrian.....	7,408	19,153	190	11,472	(1)	(1)
Belgian.....	2,875,491	1,070,358	218,806	381,871	19,024,084	19,144,906
British.....	830,168,016	774,803,474	501,250,540	506,750,702	1,064,804,418	1,028,459,574
Danish.....	55,869,614	91,919,443	197,297,448	139,259,993	34,307,746	39,668,046
Dutch.....	110,888,920	113,965,111	111,809,995	117,260,889	188,550,831	144,906,564
French.....	91,006,098	100,779,934	89,931,305	81,759,679	152,725,520	133,905,724
German.....	416,149	907,550	11,358	507	.....	170,664
Italian.....	45,878,084	32,432,151	24,622,866	21,292,866	76,064,623	45,614,378
Japanese.....	177,069,632	289,277,360	476,875,651	527,152,162	488,157,880	301,630,207
Norwegian.....	140,805,658	371,413,038	289,428,606	190,609,765	119,983,142	92,161,934
Spanish.....	14,284,512	26,489,080	23,830,878	24,583,180	35,822,123	25,726,481
Swedish.....	.....	.....	.....	.....	* 11,200,479	37,155,012
All others.....	81,352,995	103,405,672	134,344,964	133,379,864	88,289,363	37,315,469
Total.....	1,999,975,120	2,354,738,802	2,560,427,245	2,617,035,837	4,706,687,614	3,207,706,669
DOMESTIC EXPORTS.						
American.....	490,559,739	794,604,353	961,698,576	1,584,173,467	3,183,663,922	2,203,165,001
Austrian.....	31,946,584	60,786,422	84,241,569	110,572,726	74,880,999	55,057,032
Belgian.....	2,110,758,160	2,888,235,857	2,428,564,249	2,560,608,221	2,403,266,313	2,123,781,809
British.....	62,936,331	94,459,741	155,365,745	182,857,080	73,557,149	76,524,351
Danish.....	115,397,348	126,376,635	59,341,632	118,534,296	147,478,955	169,302,564
Dutch.....	186,660,775	274,820,210	258,288,268	227,031,509	137,342,550	151,107,465
French.....	.....	1,049,340	.....	.....	1,359,651	10,752,909
German.....	142,661,161	178,477,022	206,463,364	221,339,443	228,755,208	187,671,936
Italian.....	140,344,245	240,065,407	310,413,437	378,120,498	263,040,955	182,101,821
Japanese.....	244,270,658	371,821,646	307,106,072	422,945,570	252,699,981	203,713,092
Norwegian.....	56,811,688	117,896,809	129,169,640	103,778,532	103,056,902	82,621,313
Spanish.....	.....	.....	.....	.....	* 30,407,918	46,369,566
Swedish.....	.....	.....	.....	.....	.....	.....
All others.....	205,076,001	312,662,014	192,876,617	306,340,658	150,891,579	109,762,711
Total.....	3,787,422,291	5,431,755,486	5,093,529,167	6,216,312,000	7,050,372,172	5,601,931,570
TOTAL IMPORTS AND DOMESTIC EXPORTS.						
American.....	940,432,282	1,442,860,831	1,672,475,593	2,459,776,324	5,019,421,327	3,505,109,051
Austrian.....	7,408	19,153	190	11,472	(1)	(1)
Belgian.....	34,822,075	61,856,780	84,460,375	110,954,597	93,875,083	74,201,998
British.....	2,940,926,176	3,633,089,361	2,929,844,789	3,066,358,923	4,068,070,731	3,152,241,383
Danish.....	118,295,945	186,379,184	352,663,191	322,117,073	107,864,895	116,192,997
Dutch.....	226,286,268	240,841,746	171,151,627	235,785,185	336,029,786	314,209,128
French.....	277,666,873	375,600,144	348,219,573	308,791,188	290,068,070	285,013,189
German.....	416,049	1,956,800	11,358	507	1,359,651	10,923,573
Italian.....	188,339,245	210,909,173	231,085,851	242,632,309	304,819,831	233,186,314
Japanese.....	317,403,877	529,342,767	787,289,088	905,272,660	751,198,835	483,732,028
Norwegian.....	385,075,917	543,234,684	596,532,678	613,555,335	372,683,123	295,875,026
Spanish.....	71,096,200	144,385,889	153,000,518	128,361,712	138,879,115	108,349,794
Swedish.....	.....	.....	.....	.....	41,608,397	83,525,578
All others.....	286,428,996	416,067,686	327,221,581	439,720,552	231,180,942	147,078,180
Total.....	5,787,397,411	7,786,494,288	7,653,956,412	8,833,347,837	11,757,059,786	8,809,638,239

¹ Included in "All others."² Jan. 1 to June 30.

4. WATER-BORNE IMPORTS AND DOMESTIC EXPORTS OF THE UNITED STATES, BY MONTHS, FISCAL YEARS 1916-1921.

Month.	1916	1917	1918	1919	1920	1921
IMPORTS.						
July.....	\$129,867,009	\$165,192,171	\$197,069,889	\$206,461,331	\$307,825,855	\$496,757,421
August.....	127,410,886	178,932,335	238,206,221	230,231,378	270,860,490	457,884,685
September.....	135,594,597	143,397,959	202,784,941	214,631,339	394,063,870	315,224,735
October.....	129,897,060	154,089,629	186,778,707	198,989,884	349,254,549	280,331,338
November.....	138,015,316	151,798,183	185,892,535	204,857,337	370,562,126	274,038,849
December.....	155,974,296	180,655,485	198,927,635	171,511,272	330,962,455	223,718,450
January.....	170,306,329	218,879,283	207,533,878	167,596,747	427,155,606	175,393,452
February.....	179,893,028	178,828,556	182,094,335	195,600,794	425,752,756	181,659,528
March.....	195,510,428	241,637,380	210,497,310	228,561,878	480,878,375	221,595,688
April.....	200,431,659	224,042,802	243,210,494	242,372,908	454,816,082	230,011,082
May.....	209,358,124	244,416,626	283,920,078	296,069,604	387,961,350	185,052,843
June.....	227,716,388	272,868,393	223,511,222	260,151,365	506,594,100	166,045,890
Total.....	1,999,975,120	2,354,738,802	2,560,427,245	2,617,035,837	4,706,687,614	3,207,713,961
DOMESTIC EXPORTS.						
July.....	236,858,862	395,392,484	322,433,982	434,739,871	497,905,151	554,287,573
August.....	229,904,980	448,145,392	421,016,010	436,579,070	568,849,607	496,706,477
September.....	268,871,938	457,762,548	399,476,281	460,936,672	502,580,291	503,962,924
October.....	299,910,710	433,360,153	484,507,771	409,470,662	550,091,093	660,038,756
November.....	294,344,741	453,127,680	456,565,307	432,869,919	647,856,582	598,626,737
December.....	317,431,353	453,794,875	496,146,660	488,386,626	591,126,213	639,524,928
January.....	285,528,322	542,290,995	453,418,741	555,945,094	628,142,210	580,134,870
February.....	356,056,514	404,718,922	368,190,370	538,928,437	561,480,285	417,937,156
March.....	362,628,810	469,214,320	451,173,987	559,574,222	722,051,323	316,038,833
April.....	342,803,692	458,967,394	425,639,423	649,390,643	606,027,636	282,423,344
May.....	419,831,802	462,987,586	464,680,399	540,155,165	650,945,283	269,425,638
June.....	411,894,367	484,993,982	400,024,280	836,086,176	523,316,498	282,968,451
Total.....	3,826,066,091	5,464,756,331	5,143,273,211	6,343,062,557	7,050,372,172	5,602,075,687
TOTAL IMPORTS AND DOMESTIC EXPORTS.						
July.....	366,725,871	560,584,655	519,503,871	641,201,202	805,731,006	1,051,044,994
August.....	357,315,866	627,077,727	659,222,231	666,810,448	839,710,097	954,591,159
September.....	404,466,535	601,160,507	602,261,222	675,568,011	896,644,161	819,187,662
October.....	429,807,770	587,449,782	671,286,478	608,490,546	899,345,642	940,370,094
November.....	432,360,057	604,925,863	642,457,842	637,727,256	1,018,418,708	872,665,586
December.....	473,405,649	634,450,360	695,074,295	659,897,898	922,088,668	863,243,378
January.....	455,834,651	761,170,278	660,952,619	723,541,841	1,055,297,816	755,528,322
February.....	535,949,542	583,547,478	550,284,705	734,529,231	987,233,041	599,596,684
March.....	558,139,238	710,851,700	661,671,297	788,136,100	1,202,929,698	537,634,521
April.....	543,235,351	683,010,196	668,849,917	891,763,551	1,060,843,718	512,434,426
May.....	629,189,928	707,404,212	748,600,477	836,224,769	1,038,906,633	454,478,481
June.....	639,610,755	757,862,375	623,535,502	1,096,237,541	1,029,910,598	449,014,341
Total.....	5,826,041,211	7,819,495,133	7,703,700,456	8,960,098,394	11,757,059,786	8,809,789,648

STATISTICAL TABLES.

The following-named ports have been discontinued as ports of documentation: Stonington, Castine, Vinalhaven, Waldoboro, Wiscasset, Saco, Konnebunk, and York, Me.; Newburyport, Barnstable, Nantucket, and Edgartown, Mass.; Bristol, R. I.; Stonington, Conn.; Port Jefferson, Cold Spring, and Sag Harbor, N. Y.; Somers Point, Bridgeton, and Burlington, N. J.; Tappahannock and Chincoteague, Va.; St. Marys, Ga.; Cedar Keys, Fla.; Brashear, La.; Port Aransas, Corpus Christi, and Eagle Pass, Tex.; Coos Bay and Yaquina, Oreg.; Plattsburg, Niagara Falls, and Dunkirk, N. Y.; Natchez, Miss.; Burlington, Iowa; La Crosse, Wis.; Galena and Rock Island, Ill.; Wheeling, W. Va.

NO. 1.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1921.

[This table does not include yachts nor boats and lighters decked and not masted, employed within the harbor of any town or city, nor canal boats and barges without sails or internal motive power of their own, employed wholly upon canals or the internal waters of a State, nor barges and boats plying on rivers and lakes of the United States and not engaged in trade with contiguous foreign territory and not carrying passengers, nor boats under 5 tons net.]

Customs district and port in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS.								
Maine and New Hampshire:								
Eastport, Me.....	66	2,855	7	337	59	846	132	4,038
Calais, Me.....	8	2,380	7	1,024			15	3,404
Machias, Me.....	14	1,481	16	1,201	40	551	70	3,233
Ellsworth, Me.....	1	875	14	1,306	20	221	35	2,402
Southwest Harbor, Me.....			4	199	48	538	52	747
Bangor, Me.....	3	1,001	9	1,843	6	97	18	2,941
Belfast, Me.....	3	1,194	33	6,651	51	513	87	8,358
Rockland, Me.....	4	282	68	17,812	82	969	154	19,063
Boothbay, Me.....			10	488	33	513	43	1,001
Bath, Me.....			31	20,666	22	337	53	21,003
Portland, Me.....	8	39,011	62	31,226	98	1,444	168	71,681
Portsmouth, N. H.....	6	25,673	3	250	10	853	19	26,785
Massachusetts:								
Gloucester, Mass.....	5	519	111	14,280	98	1,886	214	16,685
Salem, Mass.....			5	538	4	53	9	591
Marblehead, Mass.....			4	583	4	48	8	631
Boston, Mass.....	73	210,671	302	250,749	110	1,919	485	463,339
Plymouth, Mass.....					4	48	4	48
Provincetown, Mass.....	3	703	5	432	51	785	59	1,920
Vineyard Haven, Mass.....			6	243	47	562	53	835
Barnstable, Mass.....			1	35	2	12	3	47
New Bedford, Mass.....	29	3,934	17	3,326	79	731	125	7,991
Fall River, Mass.....			52	71,518	32	303	84	71,821
Rhode Island:								
Providence, R. I.....	6	21,815	36	18,596	75	857	117	41,268
Newport, R. I.....			22	2,774	82	941	104	3,715
Connecticut:								
New London, Conn.....	4	24,850	96	80,688	40	502	140	106,040
Hartford, Conn.....			56	24,946	17	203	73	25,149
New Haven, Conn.....			58	9,253	57	764	115	10,017
Bridgeport, Conn.....			43	4,396	126	1,345	169	5,741
New York:								
New York, N. Y.....	964	3,984,118	3,109	1,517,891	639	9,121	4,713	5,511,130
Albany, N. Y.....			515	94,993	35	705	550	95,698
Patchogue, N. Y.....			38	1,979	237	2,231	275	4,210
Greenport, N. Y.....			32	2,116	142	1,377	174	3,493
Newark, N. J.....	16	49,534	53	13,510	51	746	119	63,790
Perth Amboy, N. J.....	7	6,227	134	49,523	66	766	207	55,516
Philadelphia:								
Tuckerton, N. J.....			2	62	53	392	55	454
Philadelphia, Pa.....	221	1,154,301	606	393,644	453	8,191	1,310	1,556,136
Wilmington, Del.....	23	93,455	110	57,205	52	820	185	151,480
Maryland:								
Baltimore, Md.....	113	513,115	689	274,619	364	4,638	1,166	792,372
Annapolis, Md.....			52	4,530	110	1,258	162	5,788
Crisfield, Md.....			76	3,854	391	3,829	467	7,683
Washington, D. C.....	1	503	31	10,193	25	452	57	11,148

NO. 1.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1921—Continued.

Customs district and port in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
ATLANTIC AND GULF COASTS—continued.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Virginia:								
Alexandria, Va.	2	12,239	3	104	13	183	18	12,506
Reedville, Va.			105	12,624	143	1,652	248	14,276
Richmond, Va.			21	5,521	13	223	34	5,744
Petersburg, Va.			2	120	3	38	5	158
Newport News, Va.	80	372,778	43	27,501	173	2,471	296	402,750
Norfolk, Va.	103	336,115	154	91,125	264	3,983	521	431,103
Cape Charles, Va.			37	20,677	129	1,399	166	22,078
North Carolina:								
Elizabeth City, N. C.			24	2,499	73	999	97	3,489
Manteo, N. C.			1	20	21	272	22	292
Washington, N. C.			17	890	81	1,002	98	1,892
New Bern, N. C.			19	4,813	66	857	85	5,670
Beaufort, N. C.			30	1,632	173	2,061	203	3,693
Wilmington, N. C.	9	52,183	35	4,364	48	678	92	57,225
South Carolina:								
Georgetown, S. C.			15	3,237	32	358	47	3,595
Charleston, S. C.	15	35,748	36	17,613	118	1,539	169	54,900
Beaufort, S. C.			6	518	49	514	55	1,032
Georgia:								
Savannah, Ga.	29	75,398	48	53,810	65	984	142	130,192
Brunswick, Ga.	2	9,471	18	7,579	21	234	41	17,284
Florida:								
Fernandina, Fla.			12	877	13	188	25	1,035
Jacksonville, Fla.	57	80,509	58	37,453	78	1,163	193	119,125
St. Augustine, Fla.			5	216	44	499	49	715
Miami, Fla.	37	2,277	8	870	83	1,012	128	4,159
Key West, Fla.	48	10,116	19	6,578	109	1,258	176	17,952
Tampa, Fla.	43	53,299	67	23,015	124	1,892	234	78,206
Apalachicola, Fla.			14	1,980	33	367	47	2,327
Pensacola, Fla.	36	69,755	57	8,932	23	375	116	79,062
Mobile:								
Mobile, Ala. ¹	72	115,560	44	26,549	83	1,280	199	143,369
Gulfport, Miss.	24	35,558	28	5,287	181	3,491	233	44,336
New Orleans:								
New Orleans, La. ¹	158	468,944	46	28,558	63	1,239	267	498,741
Morgan City, La.	20	9,890	34	2,116	155	2,054	209	14,030
Sabine: Port Arthur, Tex.	97	185,784	80	126,739	35	434	212	312,957
Galveston:								
Galveston, Tex.	65	139,198	46	9,986	96	1,214	207	150,398
Houston, Tex.	9	8,633	20	7,450	44	579	73	16,662
Freeport, Tex.	2	1,653			1	15	3	1,668
Port Lavaca, Tex.			3	123	61	539	64	662
San Antonio:								
Aransas Pass, Tex.	8	4,640	4	879	11	110	23	5,629
Brownsville, Tex.					2	20	2	20
Porto Rico: San Juan, P. R.	75	10,250	3	3,227	41	486	119	13,963
Virgin Islands: St. Thomas, V. I.	7	160					7	160
Total	2,575	8,228,625	7,687	3,533,941	6,710	89,869	16,972	11,852,435
PACIFIC COAST.								
San Diego: San Diego, Calif.	97	8,758	4	1,405	2	37	103	10,200
Los Angeles: Los Angeles, Calif.	91	160,070	94	45,856	122	1,902	307	207,828
San Francisco:								
San Francisco, Calif.	261	972,501	503	602,310	324	6,119	1,088	1,580,930
Eureka, Calif.	11	10,140	4	385	11	168	26	10,693
Oregon:								
Marshfield, Oreg.	1	981	16	7,179	58	670	75	8,830
Newport, Oreg.			4	226	6	84	10	310
Astoria, Oreg.	22	32,992	40	6,394	107	1,521	169	40,907
Portland, Oreg.	116	440,708	99	31,615	55	861	270	473,154
Washington: Seattle, Wash.	2,046	918,094	393	89,761	720	9,192	3,159	1,015,047
Alaska: Juneau, Alaska.	655	72,487	72	2,905	419	5,298	1,146	80,580
Hawaii: Honolulu, Hawaii.	3	15,455	35	23,510	18	388	56	39,333
Total	3,303	2,630,186	1,264	811,446	1,842	26,240	6,409	3,467,872

¹ Seagoing vessels; for vessels in river trade see p. 129.

No. 1.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1921—Continued.

Customs district and port in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
NORTHERN LAKES.¹								
Vermont: Burlington, Vt.			12	3,181			12	3,181
St. Lawrence:								
Rouses Point, N. Y.			75	7,758			75	7,758
Ogdensburg, N. Y.			24	10,479			24	10,479
Cape Vincent, N. Y.			50	2,162			50	2,162
Rochester:								
Oswego, N. Y.			41	107,771			41	107,771
Rochester, N. Y.			24	1,424			24	1,424
Buffalo: Buffalo, N. Y.	3	5,483	354	243,739			357	249,222
Ohio:								
Erie, Pa.			64	12,368			64	12,368
Cleveland, Ohio.	16	39,136	300	1,075,848			316	1,114,984
Sandusky, Ohio.			68	8,065			68	8,065
Toledo, Ohio.	4	10,260	37	6,734			41	16,994
Michigan:								
Detroit, Mich.	29	70,381	198	121,036			227	191,417
Port Huron, Mich.	8	17,788	78	22,724			86	40,512
Marquette, Mich.			108	9,506			108	9,506
Grand Haven, Mich.	2	352	315	42,070			317	42,422
Chicago: Chicago, Ill. ²	5	12,591	209	30,130			214	92,721
Wisconsin: Milwaukee, Wis. ³	5	9,611	485	47,468			490	57,079
Duluth and Superior: Duluth, Minn. ⁴	26	57,277	402	814,172			428	871,449
Total	98	222,879	2,844	2,616,632			2,942	2,839,514
WESTERN RIVERS.								
New Orleans:								
New Orleans, La. ⁴			137	29,665	205	2,992	342	32,657
Vicksburg, Miss.			18	3,552	20	251	38	3,803
Tennessee:								
Memphis, Tenn.			27	3,332	35	464	62	3,796
Nashville, Tenn.			8	1,111	32	369	40	1,480
Chattanooga, Tenn.			11	908	42	389	53	1,297
Mobile: Mobile, Ala. ⁴			1	134	20	208	21	342
Kentucky:								
Paducah, Ky.			14	1,769	16	182	30	1,951
Louisville, Ky.			57	6,804	61	715	118	7,519
St. Louis:								
St. Louis, Mo.			116	17,557	244	2,716	360	20,273
Kansas City, Mo.			5	219	13	172	18	391
St. Joseph, Mo.			1	63	1	14	2	77
Omaha: Omaha, Nebr.			6	550	2	31	8	581
Dakota: Pembina, N. Dak.			27	1,128	10	136	37	1,264
Montana and Idaho: Great Falls, Mont.			5	137	5	96	10	233
Iowa:								
Des Moines, Iowa.			11	646	18	214	29	860
Sioux City, Iowa.					4	38	4	38
Dubuque, Iowa.			1	42	16	145	17	187
Minnesota: St. Paul, Minn.			11	1,036	9	114	20	1,150
Duluth and Superior: Duluth, Minn. ⁵			18	415			18	415
Wisconsin: Milwaukee, Wis. ⁵			4	444	5	47	9	491
Chicago:								
Chicago, Ill. ⁵			23	1,545	26	333	49	1,878
Peoria, Ill.			12	1,840	30	452	42	2,292
Indiana: Evansville, Ind.			38	3,917	31	382	69	4,299
Ohio: Cincinnati, Ohio.			35	8,322	46	628	81	8,950
Pittsburgh: Pittsburgh, Pa.			138	25,128	74	963	212	26,091
Total			724	110,264	965	12,051	1,689	122,315
SUMMARY.								
Atlantic and Gulf coasts	2,575	8,228,625	7,687	3,533,941	6,710	89,869	16,972	11,852,435
Pacific coast	3,303	2,630,186	1,264	811,446	1,842	26,240	6,409	3,467,872
Northern lakes	98	222,879	2,844	2,616,632			2,942	2,839,514
Western rivers			724	110,264	965	12,051	1,689	122,315
Grand total	5,976	11,081,690	12,519	7,072,286	9,517	128,160	28,012	18,282,136

¹ Registered vessels built at Great Lakes ports are, in fact, in ocean trade and on application of owner, are to be documented from seaports.

² Lake vessels; for vessels in river trade see below.

³ Vessels in river trade only; for seagoing vessels see p. 128.

⁴ Vessels in river trade only; for lake vessels see below.

No. 2.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY STATES AND TERRITORIES, JUNE 30, 1921.

State or Territory in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Maine.....	107	49,079	261	82,753	459	6,029	827	137,861
New Hampshire.....	6	25,673	3	259	10	853	19	26,785
Vermont.....			12	3,181			12	3,181
Massachusetts.....	110	215,827	503	341,704	431	6,377	1,044	563,908
Rhode Island.....	6	21,815	58	21,370	157	1,798	221	44,983
Connecticut.....	4	24,850	253	119,283	240	2,814	497	146,947
New York.....	967	3,989,601	4,262	1,990,312	1,053	13,434	6,280	5,993,347
New Jersey.....	22	55,761	189	62,095	170	1,904	381	119,760
Pennsylvania.....	221	1,154,301	808	431,140	557	9,154	1,586	1,594,695
Delaware.....	23	93,455	110	57,205	52	820	185	151,480
Maryland.....	113	513,115	817	283,003	865	9,725	1,795	805,843
District of Columbia.....	1	503	31	10,193	25	452	57	11,148
Virginia.....	185	721,132	365	157,672	738	9,809	1,288	888,613
North Carolina.....	9	52,183	126	14,209	462	5,869	597	72,261
South Carolina.....	15	35,748	57	21,368	199	2,411	271	59,527
Georgia.....	31	84,869	66	61,389	86	1,218	183	147,476
Florida.....	221	215,956	240	79,901	507	6,724	968	302,581
Alabama.....	72	115,500	45	26,683	103	1,468	220	142,711
Mississippi.....	24	35,558	46	8,839	201	3,742	271	48,139
Louisiana.....	178	478,804	217	60,339	423	6,285	818	545,428
Texas.....	181	399,908	153	145,177	250	2,911	584	487,996
Porto Rico.....	75	10,250	3	3,227	41	486	119	13,963
Virgin Islands.....	7	160					7	160
Tennessee.....			46	5,351	109	1,222	155	6,573
Kentucky.....			71	8,573	77	897	148	9,470
Missouri.....			122	17,839	258	2,902	380	20,741
Nebraska.....			6	550	2	31	8	581
North Dakota.....			27	1,128	10	136	37	1,264
Montana.....			5	137	5	96	10	233
Iowa.....			12	688	38	397	50	1,065
Minnesota.....	28	57,277	431	815,623	9	114	466	873,014
Wisconsin.....	5	9,611	489	47,912	5	47	499	57,570
Michigan.....	39	88,621	699	195,336			738	283,857
Illinois.....	5	12,591	244	83,515	56	785	305	96,891
Indiana.....			38	3,917	31	382	69	4,299
Ohio.....	20	49,396	440	1,098,969	46	628	506	1,148,983
California.....	460	1,151,469	605	649,956	459	8,226	1,524	1,809,651
Oregon.....	139	474,681	159	45,414	226	3,136	524	523,231
Washington.....	2,048	916,094	393	89,761	720	9,192	3,159	1,015,047
Alaska.....	655	72,487	72	2,805	419	5,298	1,146	80,590
Hawaii.....	3	16,455	35	26,510	18	388	56	39,353
Total.....	5,976	11,081,690	12,519	7,072,286	9,517	128,160	23,012	18,282,133

No. 3.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM AND GAS VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1921.

[These vessels are included in statement No. 1.]

Customs district and port in which documented.	Registered.			Enrolled.			Licensed.			Total.		
	Steam.		Gas.	Steam.		Gas.	Steam.		Gas.	Steam.		Gas.
	No.	Tons.	No. Tons.	No.	Tons.	No. Tons.	No.	Tons.	No. Tons.	No.	Tons.	No. Tons.
ATLANTIC AND GULF COASTS.												
Maine and New Hampshire:												
Bath, Me.	4	422	56	1	322	3	1	123	39	5	461	118
Calais, Me.	1	43	8	1	186	4	54	160	37	2	97	2,591
Calais, Me.						2		82	19			135
Kilbuck, Me.						1		40	19			804
Southwest Harbor, Me.						1		84	44			286
Bangor, Me.						2		51	2			524
Balds, Me.	1	142	3	7	32	2		72	14			14
Bucksport, Me.						7		273	43			502
Rockland, Me.						7		24	30			1,219
Boothbay, Me.						2		41	75			85
Bath, Me.						2		908	36			437
Portland, Me.	8	39,011		10	9,350	2		13	14			981
Portland, Me.						15		908	82			2,060
Portsmouth, N. H.	4	22,904		3	25,437	15		211	1,182			97
Massachusetts:						2		747	98			6
Gloucester, Mass.			4	402	10	1,613		83	9,287	7	249	1,557
Salem, Mass.						3		332	21			11,246
Marblehead, Mass.						1		23	2			3
Boston, Mass.	43	193,943	12	3,754	181	189,495		40	48			44
Plymouth, Mass.						33		2,668	1,317			43
Provincetown, Mass.						3		280	83			7,739
Vineyard Haven, Mass.						1		136	24			24
Barnstable, Mass.						8		333	50			1,067
New Bedford, Mass.			2	156	19	43,749		319	690			680
Fall River, Mass.						2		319	2			47
Rhode Island:						8		333	31			1,169
Providence, R. I.	3	16,976		27	16,888	6		734	204			613
Newport, R. I.				12	2,324	5		182	747			1,481
Connecticut:						6		734	797			979
New London, Conn.	4	24,850		55	62,647	5		371	18			2,444
Hartford, Conn.						1		29	417			87,582
New Haven, Conn.						1		29	126			15
Bridgeport, Conn.						9		357	37			7,462
New York:						15		532	577			6,552
New York, N. Y.	850	3,863,547	25	45,263	1,194	849,861		156	876			54
Albany, N. Y.						85		12,442	30			3,642
Patchogue, N. Y.						4		419	6,404			4,716,008
Greenport, N. Y.						7		881	95			13,052
Newark, N. J.	12	48,489		37	9,265	17		849	2,098			8
Perth Amboy, N. J.	1	2,469		30	7,952	2		63	1,173			240
						2		51	42			439
						2		51	42			917
						2		63	42			57,981
						2		63	42			10,451
						2		63	42			57

No. 3.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM AND GAS VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1921—Continued.

Customs district and port in which documented.	Registered.				Enrolled.				Licensed.				Total.			
	Steam.		Gas.		Steam.		Gas.		Steam.		Gas.		Steam.		Gas.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS—con.																
Philadelphia:																
Tuckerton, N. J.	205	1,130,143	2	11,527	219	185,429	62	3,223	38	1,147	324	4,865	462	1,317,719	48	355
Philadelphia, Pa.	21	90,501	1	2,014	35	20,490	6	440	3	63	59	575	59	111,044	338	19,615
Wilmington, Del.															42	3,029
Maryland:																
Baltimore, Md.	103	501,232	1	2,063	172	155,307	40	2,651	36	893	170	2,280	311	657,432	211	6,994
Annapolis, Md.															64	947
Crisfield, Md.															11	1,214
Washington, D. C.															75	1,208
Virginia:																
Alexandria, Va.	2	12,239			1	43			1	21		48		12,303	4	48
Reedville, Va.			43		43	8,291	12	1,313						43	95	2,333
Richmond, Va.			9		9	3,465	12	72	1	23		131		3,488	9	203
Petersburg, Va.			1		1	98	1	22				38		98	1	60
Newport News, Va.	65	351,061	1	985	17	13,695	5	194	2	41	150	2,104	84	364,757	156	3,343
Norfolk, Va.	81	305,868	2	3,908	97	78,998	27	1,308	16	401	243	3,407	194	385,267	272	8,516
Cape Charles, Va.					16	6,359	6	251				1,018	16	6,359	94	1,269
North Carolina:																
Elizabeth City, N. C.			8		8	879	6	255	13	274	48	1,153	21	1,153	54	962
Manteo, N. C.							1	20			12	160			13	180
Washington, N. C.			7		7	496	4	131	2	44	41	548	9	540	45	679
New Bern, N. C.			8		8	3,716	5	682	7	132	46	1,246	15	3,848	81	1,246
Beaufort, N. C.							28	1,533			117	1,523			145	3,055
Wilmington, N. C.	9	52,183			23	2,271	7	379	11	177	27	368	43	54,631	34	747
South Carolina:																
Georgetown, S. C.			10		10	1,024	1	42	6	78	26	280	16	1,102	27	322
Charleston, S. C.	10	27,082			15	9,314	9	328	3	101	105	1,340	28	36,497	114	1,668
Beaufort, S. C.			2		2	354	1	49				147	2	354	13	189
Georgia:																
Savannah, Ga.	24	72,042			39	49,996	6	1,096	6	174	27	417	69	122,212	33	1,503
Brunswick, Ga.	2	9,471			11	1,518					21	234	13	10,989	21	234
Florida:																
Fernandina, Fla.					3	402	9	475				158	3	402	22	633
Jacksonville, Fla.					30	27,109	5	1,544	7	179	71	984	62	98,778	90	2,555
St. Augustine, Fla.	25	71,490	1	27			5	216			43	491			48	707
Miami, Fla.	3	535	27	606			7	393	1	56	81	985	4	651	115	1,984
Key West, Fla.	9	6,849	15	372	7	1,456	5	149	2	56	68	905	18	8,361	88	1,326
Tampa, Fla.	10	44,520	9	1,014	13	12,902	21	1,122	4	89	86	1,263	27	57,511	116	3,459

Apalachicola, Fla.	16	59,375	1	663	7	660	6	594	2	51	29	305	9	711	35	899
Pensacola, Fla.						828	3	123	7	130	8	106	31	60,333	12	862
Mobile:																
Mobile, Ala.	29	91,309	2	53	20	14,884	11	549	10	206	60	843	59	106,399	73	1,445
Gulfport, Miss.	9	17,110	6	5,011	4	196	5	200	4	112	39	615	17	17,418	50	5,826
New Orleans:																
New Orleans, La.	115	455,525	14	1,988	26	23,748	8	452	10	167	130	1,756	141	479,273	14	1,968
Morgan City, La.			1	119	25	1,632	6	3,597	1	8	32	397	35	1,799	139	2,327
Sabine, Port Arthur, Tex.	39	140,622	6	3,908	39	100,348	6						79	240,978	44	7,902
Galveston:																
Galveston, Tex.	34	122,870	9	392	18	2,694	4	237	2	86	91	1,106	54	125,650	104	1,735
Houston, Tex.	3	5,880			12	5,798	3	110	3	64	41	1,515	18	11,742	44	1,625
Freeport, Tex.	1	3,488										15	1	448	1	15
Port Lavaca, Tex.					1	39					26	255	1	39	26	255
Aransas Pass, Tex.			3	89							7	79	2	563	10	168
Brownsville, Tex.	2	563									13	211	9	7,892	20	944
Porto Rico: San Juan, P. R.	6	4,665	7	733	3	3,227									1	23
Virgin Islands: St. Thomas, V. I.	1	42	1	23												
Total.....	1,755	7,786,451	224	86,665	2,796	2,015,935	770	60,444	427	11,208	4,671	59,431	4,978	9,813,594	5,665	206,540
PACIFIC COAST.																
San Diego: San Diego, Calif.	3	6,558	80	1,864	3	1,106							6	7,664	82	1,901
Los Angeles: Los Angeles, Calif.	33	155,693	56	3,457	11	38,846	56	2,383					44	194,539	231	7,701
San Francisco:																
San Francisco, Calif.	189	901,848	24	16,859	296	479,653	106	21,442	20	826	300	5,218	505	1,382,332	490	43,519
Eureka, Calif.	1	2,574			3	336	1	49			11	168	4	2,910	12	217
Oregon:																
Marshfield, Oreg.					13	7,066	3	113			58	670	13	7,066	61	763
Newport, Oreg.					2	92	1	81	1	14	5	70	3	106	6	151
Astoria, Oreg.	10	27,250	8	2,011	19	1,749	19	923	3	59	104	1,462	32	29,058	131	4,366
Portland, Oreg.	99	418,365	5	4,626	77	22,874	12	583	9	206	46	655	185	441,445	63	5,864
Washington: Seattle, Wash.	243	738,524	773	36,631	133	53,034	125	11,286	44	843	577	7,311	420	792,401	1,475	55,228
Alaska: Juneau, Alaska.	83	30,391	388	8,264	5	302	17	730	6	102	357	4,456	94	30,796	762	13,450
Hawaii: Honolulu, Hawaii.	2	15,429			16	16,049	10	951			17	375	18	31,478	27	1,326
Total.....	663	2,296,632	1,334	73,712	578	621,112	350	38,541	88	2,050	1,596	22,283	1,324	2,919,794	3,280	134,536
NORTHERN LAKES.																
Vermont: Burlington, Vt.																
St. Lawrence:					7	2,913	3	37					7	2,913	3	37
Rouses Point, N. Y.					5	342	4	79					5	342	4	79
Ogdensburg, N. Y.					11	7,734	2	22					11	7,734	2	22
Cape Vincent, N. Y.					10	1,014	19	283					10	1,014	19	283
Rochester:																
Oswego, N. Y.					32	106,621	3	278					32	106,621	3	278
Rochester, N. Y.					7	796	14	145					7	796	14	145
Buffalo: Buffalo, N. Y.	3	5,483			177	200,890	28	288					180	206,373	28	288

¹ Seagoing vessels; for vessels in river trade see p. 134.

No. 3.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM AND GAS VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1921—Continued.

Customs district and port in which documented.	Registered.				Enrolled.				Licensed.				Total.			
	Steam.		Gas.		Steam.		Gas.		Steam.		Gas.		Steam.		Gas.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
NORTHERN LAKES—continued.																
Ohio:																
Erie, Pa.	16	39,136			47	7,730	15	215					47	7,730	15	215
Cleveland, Ohio.					264	1,045,842	14	543					280	1,084,978	14	543
Sandusky, Ohio.	4	10,260			15	1,982	7	77					35	6,174	30	643
Toledo, Ohio.													19	12,242	7	77
Michigan:																
Detroit, Mich.	29	70,381			94	101,883	30	611					123	172,264	30	611
Port Huron, Mich.	8	17,788			49	17,897	8	93					57	35,685	8	93
Marquette, Mich.					35	3,467	54	719					35	3,467	54	719
Grand Haven, Mich.	2	352			97	39,469	216	2,287					99	39,821	216	2,287
Chicago; Chicago, Ill.	5	12,501			105	69,388	95	1,578					110	81,979	95	1,578
Wisconsin: Milwaukee, Wis.	5	9,611			122	27,955	308	3,452					127	37,566	308	3,452
Duluth and Superior, Minn.	26	57,277			222	679,855	26	3,456					248	737,132	26	3,456
Total.	98	222,879			1,334	2,321,952	876	14,317					1,432	2,544,831	876	14,317
WESTERN RIVERS.																
New Orleans:																
New Orleans, La.					96	18,562	34	4,919					114	19,040	221	7,433
Vicksburg, Miss.					16	3,475	2	77					19	3,512	19	743
Tennessee:																
Memphis, Tenn.					21	3,164	5	138					24	3,229	36	519
Nashville, Tenn.					7	1,014	1	97					7	1,014	33	446
Chattanooga, Tenn.					11	908							13	908	13	151
Mobile; Mobile, Ala.					1	134							4	167	14	143
Kentucky:																
Paducah, Ky.					9	1,601	5	108					9	1,601	21	350
Louisville, Ky.					43	6,325	9	262					43	6,325	69	972
St. Louis:																
St. Louis, Mo.					83	16,065	28	891					89	16,196	183	2,731
Kansas City, Mo.					2	101	3	118					3	109	15	282
St. Joseph, Mo.					1	63							1	63	1	14
Omaha; Omaha, Nebr.					1	508							5	508	3	73
Dakota: Pembina, N. Dak.					5		1	42					31		35	1,119
Montana and Idaho: Great Falls, Mont.							5	137					4		9	211

[illegible]

¹ Lake vessels; for vessels in river trade see p. 135. ² Vessels in river trade only; for seagoing vessels see p. 133. ³ Vessels in river trade only; for lake vessels, see p. 134.

¹ Lake vessels; for vessels in river trade see p. 135.

² Vessels in river trade only; for seagoing vessels see p. 133.

³ Vessels in river trade only; for lake vessels, see p. 134.

No. 4.—NUMBER AND GROSS TONNAGE OF DOCUMENTED METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1921.

[These vessels are included in statement No. 1.]

Customs district and port in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS.								
Maine and New Hampshire:								
Bangor, Me.			1	147			1	145
Belfast, Me.			1	1,245			1	1,247
Rockland, Me.			17	6,597			17	6,597
Bath, Me.			13	12,883			13	12,883
Portland, Me.	8	39,011	9	21,726			17	60,737
Portsmouth, N. H.	4	22,904			1	781	5	23,685
Massachusetts:								
Marblehead, Mass.			1	43			1	43
Boston, Mass.	44	192,395	77	142,619	1	12	122	335,026
New Bedford, Mass.			2	1,329			2	1,329
Fall River, Mass.			12	32,892			12	32,892
Rhode Island:								
Providence, R. I.	5	21,748	2	9,388			7	31,136
Newport, R. I.			2	589			2	589
Connecticut:								
New London, Conn.	4	24,850	19	54,345			23	79,195
Hartford, Conn.			9	7,242			9	7,242
New Haven, Conn.			16	3,543			16	3,543
Bridgeport, Conn.			2	896			2	896
New York:								
New York, N. Y.	853	3,855,151	504	788,739	4	68	1,451	4,643,958
Albany, N. Y.			20	4,825	2	46	22	4,871
Patchogue, N. Y.					1	12	1	12
Newark, N. J.	12	48,489	7	3,798			19	52,287
Perth Amboy, N. J.	1	2,469	23	12,238			24	14,707
Philadelphia:								
Philadelphia, Pa.	193	1,105,572	170	178,950	11	439	374	1,284,961
Wilmington, Del.	21	90,501	22	18,519			43	109,020
Maryland:								
Baltimore, Md.	90	471,905	110	142,063	5	122	205	614,090
Annapolis, Md.			1	875			1	875
Washington, D. C.			8	8,711			8	8,711
Virginia:								
Alexandria, Va.	2	12,289					2	12,289
Richmond, Va.			5	3,206			5	3,206
Newport News, Va.	58	332,667	3	4,903	1	11	62	337,481
Norfolk, Va.	70	277,687	44	51,572	2	52	116	329,261
Cape Charles, Va.			23	19,681			23	19,681
North Carolina:								
Elizabeth City, N. C.			3	333			3	333
Washington, N. C.			1	96			1	96
New Bern, N. C.			2	3,636			2	3,636
Beaufort, N. C.			1	98			1	98
Wilmington, N. C.	9	52,183	9	1,709			18	53,892
South Carolina:								
Georgetown, S. C.			1	89			1	89
Charleston, S. C.	12	33,594	10	8,742	1	39	23	42,375
Georgia:								
Savannah, Ga.	23	72,990	24	48,262			47	121,252
Brunswick, Ga.	2	9,471	4	785			6	10,256
Florida:								
Jacksonville, Fla.	16	48,153	13	22,408			29	70,561
Miami, Fla.	2	250					2	250
Key West, Fla.	4	7,185	4	1,838			8	9,023
Tampa, Fla.	10	42,172	8	9,524			18	51,696
Pensacola, Fla.	15	59,909	3	586			18	60,585
Mobile:								
Mobile, Ala.	28	92,098	10	13,434	1	23	39	105,555
Gulfport, Miss.	1	846					1	846
New Orleans:								
New Orleans, La. ¹	113	426,806	24	20,971			137	447,777
Morgan City, La.			1	42			1	42
Sabine: Port Arthur, Tex.								
Galveston:	40	121,171	53	119,969			93	241,140
Galveston, Tex.	37	127,925	7	2,403			44	130,328
Houston, Tex.	4	4,610	6	5,933	1	11	11	10,554
Freeport, Tex.	2	1,653					2	1,653
San Antonio: Aransas Pass, Tex.	1	1,433					1	1,433
Porto Rico: San Juan, P. R.	7	5,852	2	3,201			9	9,053
Total	1,691	7,605,929	1,399	1,797,723	31	1,566	3,121	9,405,218

¹ Seagoing vessels; for vessels in river trade, see p. 137.

NO. 4.—NUMBER AND GROSS TONNAGE OF DOCUMENTED METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1921—Continued.

Customs district and port in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
PACIFIC COAST.								
San Diego: San Diego, Calif.	1	6,486					1	6,486
Los Angeles: Los Angeles, Calif.	30	150,790	11	37,970			41	188,760
San Francisco: San Francisco, Calif.	157	832,327	119	382,285	7	352	283	1,214,964
Oregon: Portland, Oreg.	47	280,189	3	623			50	280,812
Washington: Seattle, Wash.	149	641,755	16	32,840			165	674,595
Alaska: Juneau, Alaska	7	1,556					7	1,556
Hawaii: Honolulu, Hawaii.	2	15,429	10	12,809			12	28,238
Total.....	393	1,928,532	159	466,527	7	352	559	2,395,411
NORTHERN LAKES.¹								
Vermont: Burlington, Vt.			3	2,829			3	2,829
St. Lawrence:								
Ogdensburg, N. Y.			5	6,966			5	6,966
Cape Vincent, N. Y.			1	59			1	59
Rochester: Oswego, N. Y.			20	104,815			20	104,815
Buffalo: Buffalo, N. Y.	3	5,483	206	222,930			209	228,413
Ohio:								
Erie, Pa.			8	3,417			8	3,417
Cleveland, Ohio.	16	39,186	237	1,049,103			253	1,088,239
Sandusky, Ohio.			12	4,344			12	4,344
Toledo, Ohio.	4	10,260	1	102			5	10,362
Michigan:								
Detroit, Mich.	28	70,115	75	93,016			103	163,131
Port Huron, Mich.	8	17,788	3	4,453			11	22,241
Marquette, Mich.			3	516			3	516
Grand Haven, Mich.			22	31,395			22	31,395
Chicago: Chicago, Ill. ²	5	12,591	49	60,934			54	73,525
Wisconsin: Milwaukee, Wis. ³	5	9,611	14	15,653			19	25,264
Duluth and Superior: Duluth, Minn. ⁴	26	57,277	218	780,634			244	817,911
Total.....	95	222,261	877	2,361,166			972	2,583,427
WESTERN RIVERS.								
New Orleans:								
New Orleans, La. ³			54	20,397	3	118	57	20,515
Vicksburg, Miss.			4	2,528	3	25	7	2,553
Tennessee:								
Memphis, Tenn.			10	1,685	8	96	18	1,781
Nashville, Tenn.					2	27	2	27
Chattanooga, Tenn.					5	51	5	51
Kentucky:								
Paducah, Ky.					1	10	1	10
Louisville, Ky.			5	1,390	1	9	6	1,399
St. Louis:								
St. Louis, Mo.			19	5,627	21	239	40	5,866
Kansas City, Mo.					1	8	1	8
Dakota: Pembina, N. Dak.			1	35			1	35
Montana and Idaho: Great Falls, Mont.					1	12	1	12
Iowa: Des Moines, Iowa.			1	58			1	58
Minnesota: St. Paul, Minn.			1	62			1	62
Duluth and Superior: Duluth, Minn. ⁴			1	21			1	21
Wisconsin: Milwaukee, Wis. ⁴			2	83			2	83
Chicago: Chicago, Ill. ⁴			3	176	4	45	7	221
Indiana: Evansville, Ind.			3	421	1	18	4	439
Ohio: Cincinnati, Ohio.			2	664			2	664
Pittsburgh: Pittsburgh, Pa.			20	8,048			20	8,048
Total.....			126	41,195	51	658	177	41,853
SUMMARY.								
Atlantic and Gulf coasts.....	1,691	7,605,929	1,399	1,797,723	31	1,566	3,121	9,405,218
Pacific coast.....	393	1,928,532	159	466,527	7	352	559	2,395,411
Northern lakes.....	95	222,261	877	2,361,166			972	2,583,427
Western rivers.....			126	41,195	51	658	177	41,853
Grand total.....	2,179	9,756,722	2,561	4,666,611	89	2,576	4,829	14,425,909

¹ Registered vessels built at Great Lakes ports are, in fact, in ocean trade, and on application of owner are to be documented from seaports.

² Lake vessels; for vessels in river trade see below.

³ Vessels in river trade only; for seagoing vessels see p. 136.

⁴ Vessels in river trade only; for lake vessels see above.

No. 5.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM AND GAS METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS,
JUNE 30, 1921.

[These vessels are included in statements Nos. 1, 3, and 4.]

Customs district and port in which documented.	Registered.				Enrolled.				Licensed under 20 tons.				Total.	
	Steam.		Gas.		Steam.		Gas.		Steam.		Gas.		Steam.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS.														
Maine and New Hampshire:														
Bangor, Me.	1	147			1	147							1	147
Belfast, Me.	1	1,245			1	1,245							1	1,245
Rockland, Me.	17	6,597			17	6,597							17	6,597
Bath, Me.	4	8,350			4	8,350	2	968					4	8,350
Portland, Me.	8	38,011			9	21,726							17	60,737
Portsmouth, N. H.	4	22,904							1	731			5	23,635
Massachusetts:														
Boston, Mass.	38	183,421	1	3,253	72	136,324					1	12	110	319,745
New Bedford, Mass.					2	1,329							2	1,329
Fall River, Mass.					11	32,289							11	32,289
Rhode Island:														
Providence, R. I.	3	16,976			2	9,388							5	26,364
Newport, R. I.					2	590							2	589
Connecticut:														
New London, Conn.	4	21,850			18	53,988							22	75,838
Hartford, Conn.					9	7,242							9	7,242
New Haven, Conn.					16	3,543							16	3,543
Bridgeport, Conn.					2	896							2	896
New York:					473	709,732	18	10,009	1	20	3	48	1,291	4,508,992
New York, N. Y.	817	3,796,240	14	32,732	20	4,825			2	46			22	4,871
Albany, N. Y.					20	4,825					1	12		
Poughkeepsie, N. Y.					7	3,798							19	52,287
Patchogue, N. Y.	12	48,489			11	3,021							12	5,190
Newark, N. J.	1	2,469												
Perth Amboy, N. J.														
Philadelphia:					148	168,631	9	1,187	10	425	1	14	349	1,263,101
Philadelphia, Pa.	191	1,094,045	2	11,527	20	17,562							41	108,063
Wilmington, Del.	21	90,501												
Maryland:					98	135,890	3	492	4	113	1	9	191	605,835
Baltimore, Md.	89	469,842	1	2,063									1	8,775
Annapolis, Md.					8	8,711							8	8,711
Washington, D. C.														
Virginia:														
Alexandria, Va.	2	12,239			5	3,206							2	12,239
Richmond, Va.													5	3,206

[illegible]

Seagoing vessels; for vessels in river trade see p. 140.

No. 5.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM AND GAS METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS,
JUNE 30, 1921—Continued.

Customs district and port in which documented.	Registered.				Enrolled.				Licensed under 20 tons.				Total.			
	Steam.		Gas.		Steam.		Gas.		Steam.		Gas.		Steam.		Gas.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
NORTHERN LAKES.																
Vermont: Burlington, Vt.																
St. Lawrence:																
Ogdensburg, N. Y.					3	2,829							3	2,829		
Cape Vincent, N. Y.					3	5,838							3	5,838		
Rochester: Oswego, N. Y.					1	99							1	99		
Buffalo: Buffalo, N. Y.	3	5,463			20	104,815							20	104,815		
Ohio:					48	191,943	8	87					101	197,426	8	87
Erie, Pa.					8	3,417							8	3,417		
Cleveland, Ohio.	16	39,136			229	1,062,173	1	13					245	1,071,309	1	13
Sandusky, Ohio.					10	3,456							10	3,456		
Toledo, Ohio.	4	10,360			1	102							5	10,362		
Michigan:																
Detroit, Mich.	28	70,115			51	86,118	1	17					79	156,233	1	17
Port Huron, Mich.		17,788			3	4,453							11	22,241		
Marquette, Mich.					3	516							3	516		
Grand Haven, Mich.					20	31,306	2	89					20	31,306	2	89
Chicago: Chicago, Ill.	5	12,591			46	57,619	2	115					51	70,210	2	115
Wisconsin: Milwaukee, Wis.	5	9,611			11	12,830	1	12					16	22,441	1	12
Duluth and Superior: Duluth, Minn.	26	57,277			165	662,903	3	3,120					191	720,180	3	3,120
Total	95	222,261			672	2,200,406	18	3,453					767	2,422,667	18	3,453
WESTERN RIVERS.																
New Orleans:																
New Orleans, La.:					41	11,235	8	3,536					44	11,353	8	3,536
Vicksburg, Miss.					3	2,499	1	39					3	2,499	1	39
Tennessee:																
Memphis, Tenn.					8	1,631	1	24					1	1,657	1	24
Nashville, Tenn.																
Kentucky:																
Paducah, Ky.					3	1,328	2	62								
Louisville, Ky.																
St. Louis:																
St. Louis, Mo.					16	5,509	3	118					2	49	15	157
Kansas City, Mo.																
Dakota: Pembina, N. Dak.																
Montana and Idaho: Great Falls, Mont.																
Iowa: Des Moines, Iowa.																
Total					1	58										

NO. 6.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED METAL VESSELS
OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1921.

Customs district and port in which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS.										
Maine and New Hampshire:										
Bangor, Me.	1		1	147					1	147
Belfast, Me.	1		1	1,245					1	1,245
Rockland, Me.	17		17	6,597					17	6,597
Bath, Me.	4		4	8,350	2	968	7	3,565	13	12,883
Portland, Me.	17		17	60,737					17	60,737
Portsmouth, N. H.	5		5	23,635					5	23,635
Massachusetts:										
Marblehead, Mass.	1	43							1	43
Boston, Mass.	9	11,512	110	319,745	2	3,265	1	504	122	335,026
New Bedford, Mass.	2		2	1,329					2	1,329
Fall River, Mass.			11	32,289			1	603	12	32,892
Rhode Island:										
Providence, R. I.	2	4,772	5	26,364					7	31,136
Newport, R. I.			2	589					2	589
Connecticut:										
New London, Conn.			22	78,838			1	357	23	79,195
Hartford, Conn.			9	7,242					9	7,242
New Haven, Conn.			16	3,543					16	3,543
Bridgeport, Conn.			2	896					2	896
New York:										
New York, N. Y.	29	44,818	1,291	4,508,992	35	42,789	96	47,359	1,451	4,643,958
Albany, N. Y.			22	4,871					22	4,871
Patchogue, N. Y.					1	12			1	12
Newark, N. J.			19	52,287					19	52,287
Perth Amboy, N. J.	10	8,163	12	5,490			2	1,054	24	14,707
Philadelphia:										
Philadelphia, Pa.	4	5,460	349	1,263,101	12	12,728	9	3,672	374	1,284,961
Wilmington, Del.	1	811	41	108,063	1	146			43	109,020
Maryland:										
Baltimore, Md.			191	605,835	5	2,564	9	5,691	205	614,090
Annapolis, Md.			1	875					1	875
Washington, D. C.			8	8,711					8	8,711
Virginia:										
Alexandria, Va.			2	12,239					2	12,239
Richmond, Va.			5	3,206					5	3,206
Newport News, Va.			61	337,470	1	11			62	337,481
Norfolk, Va.	2	3,619	113	325,416	1	226			116	329,261
Cape Charles, Va.			13	5,847			10	13,834	23	19,681
North Carolina:										
Elizabeth City, N. C.			3	333					3	333
Washington, N. C.			1	96					1	96
New Bern, N. C.			1	3,320	1	516			2	3,836
Beaufort, N. C.					1	98			1	98
Wilmington, N. C.			16	52,940			2	952	18	53,892
South Carolina:										
Georgetown, S. C.			1	89					1	89
Charleston, S. C.	2	3,543	19	34,274			2	4,558	23	42,375
Georgia:										
Savannah, Ga.	1	827	43	118,944	2	850	1	631	47	121,252
Brunswick, Ga.			6	10,256					6	10,256
Florida:										
Jacksonville, Fla.			28	70,534	1	27			29	70,561
Miami, Fla.			2	250					2	250
Key West, Fla.			6	7,843			2	1,180	8	9,023
Tampa, Fla.	1	103	14	51,136	2	364	1	93	18	51,696
Pensacola, Fla.	1	957	17	59,628					18	60,585
Mobile:										
Mobile, Ala.	1	848	34	103,744	3	256	1	707	39	105,555
Gulfport, Miss.			1	846					1	846
New Orleans:										
New Orleans, La. ¹	2	2,283	125	412,523	4	1,345	6	1,626	137	447,777
Morgan City, La.			1	42					1	42
Sabine: Port Arthur, Tex.	16	26,780	52	203,406	4	3,518	21	7,486	93	241,140
Galveston:										
Galveston, Tex.	2	4,192	38	122,931	1	255	3	2,950	44	130,328
Houston, Tex.			5	7,879	1	11	5	2,664	11	10,554
Freeport, Tex.			1	488			1	1,165	2	1,653
San Antonio: Aransas Pass, Tex.										
San Antonio: Aransas Pass, Tex.	1	1,433							1	1,433
Porto Rico: San Juan, P. R.	1	835	7	7,728	1	490			9	9,063
Total	86	120,999	2,773	9,113,179	81	70,439	181	100,601	3,121	9,405,218

¹ Seagoing vessels; for vessels in river trade see p. 143.

NO. 6.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED METAL VESSELS
OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1921—Continued.

Customs district and port in which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
PACIFIC COAST.										
San Diego: San Diego, Calif.			1	6,486					1	6,486
Los Angeles: Los Angeles, Calif.			37	187,227	3	1,368	1	165	41	188,760
San Francisco: San Fran- cisco, Calif.	34	72,881	232	1,134,120	14	5,579	3	2,384	283	1,214,964
Oregon: Portland, Oreg.	1	1,085	49	279,727					50	280,812
Washington: Seattle, Wash.	4	8,527	153	657,585	3	4,691	5	3,802	165	674,595
Alaska: Juneau, Alaska.			6	1,173			1	383	7	1,556
Hawaii: Honolulu, Hawaii.			11	27,795	1	443			12	28,238
Total	39	82,493	489	2,294,113	21	12,071	10	6,734	559	2,395,411
NORTHERN LAKES.										
Vermont: Burlington, Vt.			3	2,829					3	2,829
St. Lawrence:										
Ogdensburg, N. Y.			3	5,838			2	1,128	5	6,966
Cape Vincent, N. Y.			1	59					1	59
Rochester: Oswego, N. Y.			20	104,815					20	104,815
Buffalo: Buffalo, N. Y.			101	197,426	8	87	100	30,900	209	228,413
Ohio:										
Erie, Pa.			8	3,417					8	3,417
Cleveland, Ohio.	3	10,377	245	1,071,309	1	13	4	6,540	253	1,088,239
Sandusky, Ohio.			10	3,485			2	859	12	4,344
Toledo, Ohio.			5	10,362					5	10,362
Michigan:										
Detroit, Mich.	1	1,014	79	156,233	1	17	22	5,867	103	163,131
Port Huron, Mich.			11	22,241					11	22,241
Marquette, Mich.			3	516					3	516
Grand Haven, Mich.			20	31,306	2	89			22	31,395
Chicago: Chicago, Ill. ¹	1	3,200	51	70,210	2	115			54	73,525
Wisconsin: Milwaukee, Wis. ¹	1	746	16	22,441	1	12	1	2,065	19	25,264
Duluth and Superior: Duluth, Minn. ²	20	73,015	191	720,180	3	3,120	30	21,566	244	817,911
Total	26	88,352	767	2,422,667	18	3,453	161	68,955	972	2,583,427
WESTERN RIVERS.										
New Orleans:										
New Orleans, La. ²			44	11,353	8	3,536	5	5,626	57	20,515
Vicksburg, Miss.			3	2,489	4	64			7	2,553
Tennessee:										
Memphis, Tenn.			9	1,657	8	94	1	30	18	1,781
Nashville, Tenn.					2	27			2	27
Chattanooga, Tenn.							5	51	5	51
Kentucky:										
Paducah, Ky.					1	10			1	10
Louisville, Ky.			3	1,328	3	71			6	1,399
St. Louis:										
St. Louis, Mo.			18	5,558	18	275	4	33	40	5,866
Kansas City, Mo.			1	8					1	8
Dakota: Pembina, N. Dak.					1	35			1	35
Montana and Idaho: Great Falls, Mont.					1	12			1	12
Iowa: Des Moines, Iowa.			1	58					1	58
Minnesota: St. Paul, Minn.			1	62					1	62
Duluth and Superior: Duluth, Minn. ²			1	21					1	21
Wisconsin: Milwaukee, Wis. ¹					2	83			2	83
Chicago: Chicago, Ill. ¹			3	176	4	45			7	221
Indiana: Evansville, Ind.			2	339	2	100			4	439
Ohio: Cincinnati, Ohio.			2	664					2	664
Pittsburgh: Pittsburgh, Pa.			19	7,728			1	320	20	8,048
Total			107	31,441	54	4,352	16	6,060	177	41,853
SUMMARY.										
Atlantic and Gulf coasts.	86	120,999	2,773	9,113,179	81	70,439	181	100,601	3,121	9,405,218
Pacific coast.	39	82,493	489	2,294,113	21	12,071	10	6,734	559	2,395,411
Northern lakes.	26	88,352	767	2,422,667	18	3,453	161	68,955	972	2,583,427
Western rivers.			107	31,441	54	4,352	16	6,060	177	41,853
Grand total	151	291,844	4,136	13,861,400	174	90,315	368	182,350	4,829	14,425,909

¹ Lake vessels; for vessels in river trade see below.² Vessels in river trade only; for seagoing vessels see p. 142.³ Vessels in river trade only; for lake vessels see above.

NO. 7.—NUMBER AND GROSS TONNAGE OF EACH CLASS OF DOCUMENTED WOODEN AND METAL VESSELS OF THE UNITED STATES, JUNE 30, 1921.

Class and material.	Registered.		Enrolled.		Licensed.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Wooden vessels:								
Sailing.....	476	323,710	1,438	659,635	1,608	19,104	3,522	1,002,449
Steam.....	466	724,049	3,193	773,170	526	12,281	4,185	1,506,500
Gas.....	1,528	106,070	2,045	86,826	7,003	91,004	10,576	283,900
Canal.....			442	51,559			442	51,559
Barge.....	1,327	171,139	2,840	834,485	291	3,195	4,458	1,008,819
Total.....	3,797	1,324,968	9,958	2,405,675	9,428	125,584	23,183	3,856,227
Metal vessels:								
Sailing.....	54	93,110	97	198,734			151	291,844
Steam.....	2,050	9,581,913	2,053	4,277,566	33	1,921	4,136	13,861,400
Gas.....	30	54,307	97	35,437	47	571	174	90,315
Barge.....	45	27,392	314	154,874	9	84	368	182,350
Total.....	2,179	9,756,722	2,561	4,666,611	89	2,576	4,829	14,425,909
Grand total.....	5,976	11,081,690	12,519	7,072,286	9,517	128,160	28,012	18,282,136

NO. 8.—BALANCE SHEET OF TONNAGE ACCOUNTS, SHOWING THE INCREASE AND DECREASE OF DOCUMENTED VESSELS, JUNE 30, 1921.

	Registered.		Enrolled.		Licensed.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
DEBIT.								
Built.....	427	1,604,663	547	655,041	387	5,411	1,361	2,265,115
Foreign built, act Aug. 18, 1914.....	16	43,189	2	385			18	43,574
Foreign built, act Sept. 7, 1916.....	6	29,761	1	7,038			7	36,799
Virgin Islands vessel, act Mar. 3, 1917.....	1	14					1	14
Foreign wrecks, act Feb. 24, 1915.....	1	1,751			1	9	2	1,760
Renationalized, act Mar. 3, 1897.....	8	6,236	10	4,086	5	67	23	10,389
Purchased from United States.....	17	6,032	33	18,705	8	824	58	25,561
Joint resolution of Congress, May 12, 1917.....	5	59,701	1	18,372			6	78,073
Redocumented.....	3	1,049	31	10,812	18	230	52	12,091
Rebuilt.....	385	1,741,406	197	188,155	156	2,465	738	1,932,026
From yachting.....	3	1,096	17	1,216	40	526	60	2,838
From inland waters.....			2	46			2	46
Foreign built, sec. 22, merchant marine act, 1920.....	79	329,734	7	12,035			86	341,769
Trade changed.....	1,282	2,803,681	1,254	3,068,292	106	2,118	2,642	5,874,091
Total.....	2,233	6,628,313	2,102	3,984,183	721	11,650	5,056	10,624,146
CREDIT.								
Lost.....	131	126,474	137	55,458	114	1,529	382	183,461
Abandoned.....	107	13,499	282	33,968	468	5,456	857	52,923
Sold to aliens.....	156	101,589	40	15,832	23	329	219	117,750
Seized for violation of law by foreign Government.....	1	18					1	18
Sold to United States.....	2	3,024	20	8,005	1	19	23	11,048
Exempt, act Apr. 18, 1874.....	6	549	139	40,972	2	29	147	41,550
Net under 5 tons.....	1	9	2	14	54	471	57	494
Rebuilt.....	367	1,811,869	214	220,793	157	2,199	738	2,034,861
To yachting.....	7	451	12	567	52	607	71	1,625
To inland waters.....			3	513	1	8	4	521
Transferred to merchant marine act, 1920.....	86	347,692					86	347,692
Trade changed.....	1,351	3,070,044	1,111	2,801,083	180	2,964	2,642	5,874,091
	+18	+1,153,095	+142	+806,978	-331	-1,961	-171	+1,958,112
Total.....	2,233	6,628,313	2,102	3,984,183	721	11,650	5,056	10,624,146

This balance sheet shows that the tonnage of the United States has increased 1,958,112 during the year ended June 30, 1921. The increase (+) and decrease (−) are distributed among the several kinds of documents, as follows:

Documents.	Number.	Tons
Registers.....	+ 18	+1,153,095
Enrollments.....	+142	+ 806,978
Licenses.....	-331	- 1,961
Net increase.....	-171	+1,958,112

No. 9.—BALANCE SHEET OF TONNAGE ACCOUNTS, SHOWING THE INCREASE AND DECREASE IN EACH CLASS OF VESSELS, JUNE 30, 1921.

DEBIT.											
Sail.		Steam.		Gas.		Canal.		Barge.		Total.	
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
70	91,743	451	2,080,420	513	40,801	23	3,278	304	98,873	1,381	2,265,115
2	2,151	14	41,107	2	40,316					18	43,574
1	14	7	36,799							1	36,799
1	1,751			1	9					7	14
5	2,162	6	5,499	12	2,728					23	1,760
2	1,356	38	22,092	11	468			7	1,645	2	10,389
		6	78,073							58	25,511
		13	7,866	24	1,410	2	222	4	1,104	6	78,073
9	1,489	427	1,880,660	261	16,037			18	7,980	52	12,091
32	27,349	8	1,985	52	853					738	1,932,026
		2	46							60	2,839
		80	331,416	1	1,666					2	46
5	8,657	1,387	5,094,364	436	60,680			68	22,294	86	341,769
751	696,753	2,439	9,530,327	1,313	124,998	25	3,500	401	131,896	5,874,091	2,642
										5,056	10,624,146
878	833,425	2,439	9,530,327	1,313	124,998	25	3,500	401	131,896		
CREDIT.											
95	58,862	93	102,535	162	10,927	2	265	30	10,932	382	183,461
185	6,726	148	23,323	343	4,471	20	2,317	161	16,086	857	52,628
42	13,946	64	77,649	65	10,062	3	344	45	13,749	219	117,751
				1	18					1	18
5	5,600	11	5,011	5	151			2	286	23	11,048
						5	723	142	40,827	147	41,550
14	123	1	13	42	358					57	49
133	20,385	434	1,985,257	154	18,376			17	10,833	788	2,034,961
4	212	8	1,060	64	1,060					71	1,625
1	8			1	25	1	104		384	4	521
5	8,666	80	337,312	1	1,714					86	347,662
751	696,753	1,387	5,094,364	436	60,680			68	22,294	2,642	5,874,091
-357	+22,134	+218	+1,904,500	+39	+17,166	-6	-193	-65	+14,505	-171	+1,958,112
578	833,425	2,439	9,530,327	1,313	124,998	25	3,500	401	131,896	5,056	10,624,146

This balance sheet shows a decrease (—) of 357 vessels in sailing, 6 vessels and 193 tons in canal, and 65 vessels in barge classification, an increase (+) of 22,134 tons in sailing, 218 vessels and 1,904,500 tons in steam, 39 vessels and 17,166 tons in gas, and 14,505 tons in barge classification, or a total decrease of 171 vessels and total increase of 1,958,112 tons.

No. 10.—DOCUMENTED SAILING AND STEAM TONNAGE CONSTITUTING

Year ended—	Registered vessels.						Enrolled vessels.					
	Sailing. ¹		Steam.		Total.		Sailing. ²		Steam.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Dec. 31, 1789.	123, 893				123, 893		77, 669				77, 669	
1790.	346, 254				346, 254		132, 123				132, 123	
1791.	363, 110				363, 110		139, 036				139, 036	
1792.	411, 438				411, 438		153, 019				153, 019	
1793.	367, 734				367, 734		143, 827				143, 827	
1794.	438, 863				438, 863		167, 228				167, 228	
1795.	529, 471				529, 471		192, 846				192, 846	
1796.	576, 733				576, 733		226, 297				226, 297	
1797.	597, 777				597, 777		248, 587				248, 587	
1798.	603, 376				603, 376		263, 584				263, 584	
1799.	662, 197				662, 197		245, 429				245, 429	
1800.	669, 921				669, 921		268, 254				268, 254	
1801.	632, 907				632, 907		278, 271				278, 271	
1802.	560, 381				560, 381		294, 111				294, 111	
1803.	597, 157				597, 157		313, 235				313, 235	
1804.	672, 530				672, 530		330, 251				330, 251	
1805.	749, 341				749, 341		350, 743				350, 743	
1806.	808, 285				808, 285		361, 059				361, 059	
1807.	848, 307				848, 307		379, 787				379, 787	
1808.	769, 054				769, 054		432, 006				432, 006	
1809.	910, 059				910, 059		398, 184				398, 184	
1810.	984, 269				984, 269		397, 704				397, 704	
1811.	768, 852				768, 852		420, 674				420, 674	
1812.	760, 624				760, 624		465, 945				465, 945	
1813.	674, 853				674, 853		445, 449				445, 449	
1814.	674, 633				674, 633		435, 139				435, 139	
1815.	854, 295				854, 295		462, 807				462, 807	
1816.	800, 760				800, 760		519, 026				519, 026	
1817.	809, 725				809, 725		535, 798				535, 798	
1818.	606, 089				606, 089		562, 307				562, 307	
1819.	612, 930				612, 930		589, 288				589, 288	
1820.	619, 048				619, 048		600, 977				600, 977	
1821.	619, 896				619, 896		612, 712				612, 712	
1822.	628, 150				628, 150		634, 619				634, 619	
1823.	639, 921				639, 921		609, 156		24, 879		634, 035	
1824.	669, 973				669, 973		636, 032		21, 610		657, 642	
1825.	700, 788				700, 788		634, 838		23, 061		657, 899	
1826.	737, 978				737, 978		696, 123		34, 059		730, 182	
1827.	747, 170				747, 170		766, 788		40, 198		806, 986	
1828.	812, 619				812, 619		822, 753		39, 418		862, 171	
1829.	650, 143				650, 143		534, 320		54, 037		588, 357	
1830.	575, 056		1, 419		576, 475		528, 394		63, 053		591, 447	
1831.	619, 575		877		620, 452		551, 449		68, 568		620, 017	
1832.	686, 909		181		686, 990		633, 056		90, 633		723, 689	
1833.	749, 482		545		750, 027		723, 890		101, 306		825, 196	
1834.	857, 098		340		857, 438		746, 908		122, 474		869, 382	
Sept. 30, 1835.	885, 482		340		885, 822		784, 138		122, 474		906, 612	
1836.	897, 321		454		897, 775		807, 425		145, 102		952, 527	
1837.	809, 343		1, 104		810, 447		897, 350		153, 661		1, 051, 011	
1838.	819, 801		2, 791		822, 592		943, 367		190, 632		1, 133, 999	
1839.	829, 096		5, 149		834, 245		1, 032, 023		189, 879		1, 221, 902	
1840.	895, 610		4, 155		899, 765		1, 042, 676		198, 184		1, 240, 860	
1841.	945, 057		746		945, 803		973, 571		174, 342		1, 147, 913	
1842.	970, 658		4, 701		975, 359		859, 619		225, 050		1, 084, 669	
June 30, 1843.	1, 003, 932		5, 378		1, 009, 305		883, 534		231, 404		1, 115, 028	
1844.	1, 061, 855		6, 910		1, 068, 765		908, 268		265, 270		1, 173, 538	
1845.	1, 088, 680		6, 492		1, 095, 172		962, 817		319, 527		1, 282, 344	
1846.	1, 124, 000		6, 287		1, 130, 287		1, 057, 684		341, 606		1, 399, 290	
1847.	1, 235, 682		5, 631		1, 241, 313		1, 155, 042		399, 210		1, 554, 252	
1848.	1, 344, 819		16, 068		1, 360, 887		1, 335, 809		411, 823		1, 747, 632	
1849.	1, 418, 072		20, 870		1, 438, 942		1, 406, 710		441, 525		1, 848, 235	

¹ Including barges.² Including canal boats and barges.

³ Joseph Nourse, Register of the Treasury, under date of Feb. 1, 1812, stated: "As there were not any account kept at the Treasury of the district tonnage of the United States prior to the operation of the acts of Dec. 31, 1792, and Feb. 18, 1793, the statement in which is exhibited the tonnage for the years 1789, 1790, 1791, and 1792 has been formed from the accounts of tonnage on which duties were collected for those years."

⁴ The decrease of registered tonnage for the years 1801, 1802, and 1811 is due largely, if not entirely, to clerical corrections. (American State Papers, Commerce and Navigation, 1801-2, vol. 1, pp. 494-499, 529-546.)

THE TOTAL MERCHANT MARINE OF THE UNITED STATES, 1789-1921.

Licensed vessels under 20 tons.						Total merchant marine.						Annual in-crease or de-crease (-).	Year.
Sailing. ¹		Steam.		Total.		Sailing. ²		Steam.		Total.		Per ct.	
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.		
					201,562		201,562				201,562		1789
					478,377		478,377				478,377	137.33	1790
					502,146		502,146				502,146	4.96	1791
					564,457		564,457				564,457	12.40	1792
	9,203			9,203	520,764		520,764				520,764	7.74	1793
	22,527			22,527	628,618		628,618				628,618	20.71	1794
	25,648			25,648	747,965		747,965				747,965	19	1795
	28,870			28,870	831,900		831,900				831,900	11.22	1796
	30,548			30,548	876,912		876,912				876,912	5.41	1797
	31,368			31,368	898,328		898,328				898,328	2.44	1798
	31,782			31,782	939,408		939,408				939,408	4.57	1799
	34,317			34,317	972,492		972,492				972,492	3.52	1800
	36,398			36,398	947,576		947,576				947,576	2.56	1801
	37,614			37,614	892,106		892,106				892,106	5.85	1802
	38,780			38,780	949,172		949,172				949,172	6.39	1803
	39,623			39,623	1,042,404		1,042,404				1,042,404	1	1804
	40,283			40,283	1,140,367		1,140,367				1,140,367	9.40	1805
	39,393			39,393	1,208,737		1,208,737				1,208,737	5.99	1806
	40,454			40,454	1,268,548		1,268,548				1,268,548	4.95	1807
	41,535			41,535	1,242,595		1,242,595				1,242,595	2.04	1808
	42,039			42,039	1,350,282		1,350,282				1,350,282	8.66	1809
	42,810			42,810	1,424,783		1,424,783				1,424,783	5.51	1810
	42,976			42,976	1,232,502		1,232,502				1,232,502	13.49	1811
	43,428			43,428	1,269,997		1,269,997				1,269,997	2.95	1812
	46,326			46,326	1,166,628		1,166,628				1,166,628	8.14	1813
	49,437			49,437	1,159,209		1,159,209				1,159,209	.63	1814
	51,026			51,026	1,368,128		1,368,128				1,368,128	18.02	1815
	52,433			52,433	1,372,219		1,372,219				1,372,219	.29	1816
	54,389			54,389	1,399,912		1,399,912				1,399,912	2.02	1817
	56,789			56,789	1,225,185		1,225,185				1,225,185	12.48	1818
	58,534			58,534	1,260,752		1,260,752				1,260,752	2.90	1819
	60,142			60,142	1,280,167		1,280,167				1,280,167	1.54	1820
	66,350			66,350	1,298,958		1,298,958				1,298,958	1.47	1821
	61,930			61,930	1,324,699		1,324,699				1,324,699	1.98	1822
	62,610			62,610	1,311,687		1,311,687		24,879		1,336,566	.89	1823
	61,548			61,548	1,367,553		1,367,553		21,610		1,389,163	3.94	1824
	64,424			64,424	1,400,050		1,400,050		23,061		1,423,111	2.44	1825
	66,031			66,031	1,500,132		1,500,132		34,059		1,534,191	7.80	1826
	66,451			66,451	1,580,409		1,580,409		40,198		1,620,607	5.63	1827
	66,602			66,602	1,701,974		1,701,974		39,418		1,741,392	7.45	1828
	22,298			22,298	1,206,761		1,206,761		54,037		1,260,798	27.60	1829
	23,854			23,854	1,127,304		1,127,304		64,472		1,191,776	5.47	1830
	27,377			27,377	1,198,401		1,198,401		69,445		1,267,846	6.38	1831
	28,771			28,771	1,348,636		1,348,636		90,814		1,439,450	13.53	1832
	30,928			30,928	1,504,300		1,504,300		101,851		1,606,151	11.59	1833
	32,087			32,087	1,636,093		1,636,093		122,814		1,758,907	9.15	1834
	32,507			32,507	1,702,127		1,702,127		122,814		1,824,941	3.75	1835
	31,800			31,800	1,736,546		1,736,546		145,556		1,882,102	3.13	1836
	35,228			35,228	1,741,921		1,741,921		154,765		1,896,686	.77	1837
	39,049			39,049	1,802,217		1,802,217		193,423		1,995,640	5.22	1838
	40,332			40,332	1,901,451		1,901,451		195,028		2,096,479	5.05	1839
	40,139			40,139	1,978,425		1,978,425		202,339		2,180,764	4.02	1840
	37,028			37,028	1,955,656		1,955,656		175,088		2,130,744	2.30	1841
	32,363			32,363	1,862,643		1,862,643		229,751		2,092,391	1.80	1842
	34,270			34,270	1,921,736		1,921,736		236,867		2,158,603	3.16	1843
	37,793			37,793	2,007,916		2,007,916		272,180		2,280,096	5.63	1844
	39,486			39,486	2,090,983		2,090,983		326,019		2,417,002	6	1845
	32,508			32,508	2,214,192		2,214,192		347,893		2,562,085	6	1846
	43,481			43,481	2,434,205		2,434,205		404,841		2,839,046	10.81	1847
	45,523			45,523	2,726,151		2,726,151		427,891		3,154,042	11.09	1848
	46,839			46,839	2,871,621		2,871,621		462,395		3,334,016	5.71	1849

¹ The decrease of tonnage in the years 1818, 1829, and 1830 arises principally from the registered tonnage having been corrected by striking off all vessels the registers of which were granted prior to 1815, which were supposed by the collectors to have been lost at sea, captured, etc. Joseph Nourse, Register of the Treasury (American State Papers, Vol. II, p. 648) and Pitkin (Commerce of the United States, edition 1835, p. 351).

² Nine months.

No. 10.—DOCUMENTED SAILING AND STEAM TONNAGE CONSTITUTING THE

Year ended—	Registered vessels.						Enrolled vessels.					
	Sailing.		Steam. ¹		Total.		Sailing.		Steam. ¹		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
June 30, 1850.	1,540	769	44	942	1,585	711	1,418	550	481	005	1,899	555
1851.	1,663	917	62	390	1,726	307	1,471	116	521	217	1,992	333
1852.	1,819	744	79	704	1,899	448	1,619	691	563	536	2,183	227
1853.	2,013	1,54	90	520	2,103	674	1,728	524	514	098	2,242	622
1854.	2,238	783	95	036	2,333	819	1,829	564	581	571	2,411	135
1855.	2,420	091	115	045	2,535	136	1,960	491	655	240	2,615	731
1856.	2,401	688	89	715	2,491	403	1,754	524	583	362	2,337	886
1857.	2,337	095	86	873	2,423	968	1,814	459	618	911	2,433	370
1858.	2,421	715	78	027	2,499	742	1,850	723	651	363	2,502	086
1859.	2,414	654	92	748	2,507	402	1,910	962	676	005	2,586	967
1860.	2,448	941	97	296	2,546	237	1,982	297	770	641	2,752	938
1861.	2,540	020	102	608	2,642	628	2,064	803	774	596	2,839	399
1862.	2,177	283	113	998	2,291	251	2,175	540	596	465	2,772	005
1863.	1,892	809	133	215	2,026	114	2,633	889	442	304	3,076	193
1864.	1,459	888	122	006	1,581	894	2,496	517	855	954	3,352	471
1865.	1,504	575	98	008	1,602	583	2,484	962	989	131	3,454	093
1866.	1,294	637	198	289	1,492	926	1,893	314	885	223	2,778	537
1867.	1,369	917	198	115	1,568	032	1,701	593	993	765	2,695	358
1868.	3,181	1,343	793	235	221,939	3,416	1,758,025	3,205	975,142	20,438	2,733,167	
1869.	3,054	1,353	170	227	213,252	3,281	1,566,422	16,633	1,638,692	3,099	887,401	732,526,093
1870.	2,742	1,324	256	200	192,544	2,942	1,516,800	18,431	1,798,418	3,094	879,522	21,525,2,677,940
1871.	2,545	1,244	228	176	180,914	2,721	1,425,142	19,229	1,901,731	3,151	903,543	22,380,2,805,274
1872.	2,516	1,232	982	133	177,668	2,699	1,410,648	20,042	1,941,347	3,273	929,962	23,477,2,971,309
1873.	2,553	1,229	965	206	193,423	2,759	1,423,288	21,426	2,257,498	3,458	958,417	24,884,3,215,913
1874.	2,535	1,233	678	193	195,245	2,728	1,428,923	20,842	2,326,577	3,624	985,569	24,488,3,312,146
1875.	2,769	1,362	138	212	191,629	2,981	1,554,827	20,297	2,266,584	3,616	971,806	23,913,3,238,399
1876.	2,821	1,394	594	188	198,227	3,009	1,592,821	13,751	1,656,504	3,673	968,309	17,408,2,624,804
1877.	2,807	1,421	060	181	190,133	2,988	1,611,193	12,961	1,592,834	3,732	975,033	16,693,2,567,867
1878.	2,866	1,458	209	173	170,838	3,037	1,629,047	12,635	1,528,979	3,780	990,382	16,415,2,519,361
1879.	2,549	1,335	211	168	156,323	2,717	1,491,534	12,654	1,598,792	3,840	1,012,810	16,494,2,611,602
1880.	2,246	1,206	206	132	146,604	2,378	1,352,810	12,331	1,509,766	4,079	1,058,587	16,410,2,649,353
1881.	2,191	1,182	817	135	152,769	2,326	1,335,589	11,590	1,551,246	4,227	1,135,955	15,817,2,657,201
1882.	2,051	1,137	725	134	154,570	2,185	1,292,295	11,611	1,612,837	4,514	1,194,383	16,126,2,807,220
1883.	2,006	1,130	190	168	171,905	2,174	1,302,095	11,432	1,630,831	4,359	1,227,739	15,791,2,858,570
1884.	1,939	1,120	033	188	184,182	1,271	1,304,221	11,218	1,623,196	4,294	1,263,332	15,512,2,886,528
1885.	1,937	1,101	593	182	186,406	2,119	1,287,999	11,050	1,606,578	4,345	1,289,995	15,395,2,896,573
1886.	1,584	934	546	185	176,633	1,769	1,111,179	10,866	1,611,181	4,417	1,327,582	15,283,2,938,763
1887.	1,436	841	992	185	173,571	1,621	1,015,563	10,508	1,659,081	4,366	1,349,683	14,904,3,008,764
1888.	1,330	760	386	200	183,398	1,530	943,784	10,511	1,720,923	4,505	1,444,355	15,096,3,165,358
1889.	1,462	827	124	219	194,471	1,681	1,021,595	10,409	1,651,437	4,744	1,550,044	15,153,3,201,481
1890.	1,294	749	065	233	197,630	1,527	946,695	10,320	1,752,241	4,743	1,639,643	15,003,3,391,884
1891.	1,316	765	955	271	239,995	1,587	1,005,950	10,358	1,837,810	4,941	1,753,417	15,262,3,501,227
1892.	1,270	765	776	254	228,899	1,532	994,673	10,591	1,857,322	5,070	1,821,997	15,461,3,679,519
1893.	1,094	638	790	249	261,103	1,343	899,803	10,404	1,934,855	5,161	1,897,978	15,620,3,832,833
1894.	1,104	650	080	246	265,091	1,350	916,180	9,471	1,776,243	5,172	1,898,973	14,643,3,675,216
1895.	1,021	586	142	239	252,045	1,260	838,187	9,206	1,768,900	5,202	1,936,204	14,408,3,705,104
1896.	1,013	580	072	244	254,882	1,257	841,054	8,753	1,744,351	5,246	2,018,149	13,999,3,762,500
1897.	983	547	110	247	264,874	1,230	805,584	8,505	1,791,067	5,212	2,075,469	13,723,3,806,536
1898.	824	445	645	312	294,064	1,196	737,709	8,517	1,864,380	5,282	2,053,210	13,726,3,917,500
1899.	964	488	216	367	360,030	1,331	848,246	8,274	1,830,477	5,232	2,090,821	13,505,3,921,298
1900.	992	485	352	338	341,342	1,330	826,694	8,415	1,949,744	5,371	2,289,825	13,786,4,239,569
1901.	972	459	407	355	429,722	1,327	889,129	8,629	2,070,411	5,542	2,462,084	14,171,4,532,495
1902.	885	423	730	341	458,825	1,226	882,555	8,522	2,122,923	5,693	2,686,772	14,215,4,809,695
1903.	813	361	366	357	417,148	1,170	888,776	8,474	2,243,661	5,761	2,846,835	14,235,5,090,496
1904.	856	344	612	348	554,156	1,204	898,768	8,347	2,278,861	5,920	3,004,928	14,287,5,283,789
1905.	992	353	333	380	601,180	1,372	954,513	8,136	2,291,595	6,033	3,100,263	14,116,5,391,802
1906.	1,032	348	201	406	591,285	1,441	939,486	8,090	2,283,705	6,067	3,339,228	14,177,5,622,933
1907.	992	269	021	442	602,125	1,434	871,146	7,931	2,327,020	6,179	3,627,686	14,110,5,954,706
1908.	1,113	341	331	478	598,737	1,591	940,068	7,755	2,252,644	6,360	3,055,295	14,115,6,307,939
1909.	1,135	308	979	498	578,528	1,633	887,505	7,654	2,273,987	6,418	3,107,066	14,072,6,381,053
1910.	1,029	234	848	497	556,977	1,526	791,825	7,482	2,321,207	6,567	3,272,521	14,049,6,593,728
1911.	1,145	286	941	558	585,730	1,703	872,671	7,179	2,230,215	6,734	3,410,605	13,933,6,640,820
1912.	1,311	312	695	701	619,706	2,012	932,101	6,910	2,177,485	7,002	3,475,201	14,012,6,652,686
1913.	1,478	356	628	827	671,148	2,305	1,027,776	6,786	2,153,144	7,215	3,573,196	14,016,6,726,340
1914.	1,521	351	278	884	724,874	2,405	1,076,152	6,520	2,111,933	7,316	3,607,041	13,846,6,718,974
1915.	1,687	521	697	1,107	1,349,846	2,794	1,371,543	6,021	1,889,674	7,327	3,495,051	13,836,6,354,725
1916.	1,810	592	054	1,324	1,599,663	3,134	2,191,715	5,762	1,775,665	7,203	3,471,351	12,965,6,147,046
1917.	1,879	588	665	1,604	1,857,734	3,483	2,446,399	5,710	1,819,360	7,193	3,476,928	12,903,6,296,288
1918.	1,934	587	925	2,079	3,015,781	5,013	3,603,708	5,710	1,837,278	7,103	3,455,615	12,813,6,192,893
1919.	2,048	675	521	2,984	5,994,205	5,032	6,669,726	5,551	1,789,667	7,095	3,419,144	12,646,6,108,811
1920.	2,110	733,673	3,848	9,194	922,595	9,928	5,146	1,742,192	7,231	3,523,116	12,777	6,265,308
1921.	1,902	615,351	4,074	10,466	339,597	11,081	690	5,131	1,899,287	7,388	5,172,299	12,519,7,072,286

¹ Includes gasoline vessels since 1897.

TOTAL MERCHANT MARINE OF THE UNITED STATES, 1789-1921—Continued.

Licensed vessels under 20 tons.						Total merchant marine.						Annual increase or decrease (—).	Year.
Sailing.		Steam. ¹		Total.		Sailing.		Steam. ¹		Total.			
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	Per ct.	
50,188	50,188				50,188		3,009,507		525,947		3,535,454	6.04	1850
53,799	53,799				53,799		3,188,832		583,607		3,772,439	6.70	1851
55,765	55,765				55,765		3,495,200		643,240		4,138,440	9.70	1852
60,714	60,714				60,714		3,802,392		644,618		4,407,010	6.49	1853
57,948	57,948				57,948		4,126,295		676,607		4,802,902	8.96	1854
61,134	61,134				61,134		4,441,716		770,285		5,212,001	8.52	1855
42,364	42,364				42,364		4,198,576		673,077		4,871,653	— 6.53	1856
43,505	43,505				43,505		4,235,059		705,784		4,940,843	1.42	1857
47,980	47,980				47,980		4,320,418		729,390		5,049,808	2.20	1858
50,669	50,669				50,669		4,376,285		768,753		5,145,038	1.90	1859
54,693	54,693				54,693		4,485,931		867,937		5,353,868	4.06	1860
57,786	57,786				57,786		4,662,609		877,204		5,539,813	3.47	1861
48,908	48,908				48,908		4,401,701		770,463		5,112,164	— 7.72	1862
52,749	52,749				52,749		4,357,537		575,519		5,155,056	.84	1863
52,035	52,035				52,035		4,008,440		977,960		4,986,400	— 3.27	1864
40,106	40,106				40,106		4,029,643		1,067,139		5,096,782	2.21	1865
39,315	39,315				39,315		3,227,206		1,083,512		4,310,778	—15.42	1866
41,097	41,097				41,097		3,112,607		1,191,880		4,304,487	— .14	1867
4,134	50,526	179	2,334	4,313	52,860	24,548	3,152,344	3,619	1,199,415	28,167	4,351,759	1.10	1868
4,254	49,211	220	2,915	4,374	52,126	23,941	3,041,073	3,546	1,103,568	27,487	4,144,641	— 4.76	1869
4,301	48,738	230	3,029	4,531	51,767	25,474	3,171,412	3,524	1,075,095	28,998	4,246,507	2.41	1870
4,310	49,011	240	3,180	4,550	52,191	26,084	3,194,970	3,567	1,087,637	29,651	4,282,607	.85	1871
4,641	51,865	297	3,925	4,938	55,790	27,361	3,326,194	3,753	1,111,553	31,114	4,437,747	3.62	1872
4,678	52,221	35	4,903	5,029	56,224	28,657	3,539,584	4,050	1,156,443	32,672	4,696,027	5.82	1873
4,901	54,787	369	4,796	5,270	59,583	28,300	3,615,042	4,189	1,185,632	34,482	4,800,632	2.23	1874
4,984	56,342	407	5,173	5,391	61,535	28,030	3,685,064	4,235	1,168,668	32,285	4,853,732	1.10	1875
5,053	55,958	459	5,845	5,517	61,833	27,614	3,671,036	4,320	1,172,372	25,934	4,279,458	—11.83	1876
5,223	57,509	432	6,031	5,705	63,540	29,991	3,671,403	4,395	1,171,197	24,386	4,242,900	— .86	1877
5,293	57,899	59	6,458	5,812	64,357	29,792	3,645,087	4,472	1,167,678	25,264	4,212,765	— .70	1878
5,439	59,426	56	7,039	6,000	66,465	29,642	2,993,429	4,569	1,176,172	25,211	4,169,601	— 1.02	1879
5,418	59,504	506	6,367	5,924	65,871	19,995	2,856,476	4,717	1,211,558	24,712	4,068,034	— 2.43	1880
5,424	58,673	498	6,274	5,922	64,947	19,205	2,792,736	4,860	1,264,998	24,065	4,057,734	— .25	1881
5,516	59,545	541	6,873	6,057	66,418	19,177	2,810,107	5,191	1,355,824	24,368	4,165,933	2.66	1882
5,530	61,272	722	13,550	6,252	74,822	18,968	2,822,293	5,249	1,413,194	24,217	4,235,487	1.67	1883
5,524	62,091	919	18,389	6,443	80,480	18,681	2,805,320	5,401	1,465,909	24,082	4,271,229	.84	1884
5,577	62,846	872	18,516	6,449	81,362	18,564	2,771,017	5,399	1,494,917	23,963	4,265,934	— .12	1885
5,617	62,425	865	18,769	6,482	81,194	18,067	2,608,152	5,467	1,522,984	23,534	4,131,136	— 3.16	1886
5,638	62,055	900	19,463	6,538	81,518	17,582	2,563,128	5,481	1,542,717	23,063	4,105,845	— .61	1887
5,726	62,536	920	20,238	6,655	82,774	17,587	2,543,846	5,694	1,648,070	23,281	4,191,916	2.10	1888
5,828	63,364	961	21,035	6,789	84,399	17,699	2,541,924	5,924	1,765,551	23,623	4,307,475	2.75	1889
5,888	64,103	989	21,815	6,877	85,918	17,502	2,565,409	5,965	1,859,088	23,467	4,424,497	2.71	1890
6,009	64,730	1,041	22,852	7,050	87,582	17,683	2,668,495	6,216	2,016,204	23,899	4,684,759	5.88	1891
6,322	67,206	1,068	23,521	7,390	90,727	17,991	2,690,504	6,392	2,074,417	24,383	4,764,921	1.71	1892
6,453	68,244	1,096	24,191	7,549	92,435	17,951	2,641,799	6,561	2,183,272	24,512	4,825,071	1.26	1893
6,483	68,267	1,108	24,366	7,572	92,633	17,060	2,494,599	6,526	2,189,430	23,586	4,684,029	— 2.90	1894
6,459	68,117	1,113	24,552	7,591	92,669	16,686	2,423,159	6,554	2,212,801	23,240	4,635,960	— 1.03	1895
6,547	72,249	1,105	24,177	7,652	96,426	16,313	2,396,672	6,595	2,307,208	22,908	4,703,880	1.47	1896
6,546	72,285	1,135	24,615	7,681	96,900	16,034	2,410,462	6,599	2,358,558	22,633	4,769,020	1.38	1897
6,652	69,790	1,192	24,649	7,844	94,439	15,993	2,377,815	6,712	2,371,923	22,705	4,749,738	— .40	1898
6,653	69,534	1,238	25,160	7,891	94,694	15,891	2,388,227	6,837	2,476,011	22,728	4,864,238	2.41	1899
6,873	71,946	1,344	26,630	8,217	98,576	16,280	2,507,042	7,053	2,657,797	23,333	5,164,839	6.18	1900
7,042	73,447	1,517	29,147	8,559	102,594	16,643	2,603,265	7,414	2,920,953	24,057	5,524,218	6.96	1901
7,129	74,375	1,693	31,277	8,832	105,652	16,546	2,621,028	7,727	3,176,874	24,273	5,797,902	4.95	1902
7,084	74,230	1,936	33,843	9,020	108,073	16,371	2,679,257	8,054	3,408,088	24,425	6,087,345	4.99	1903
7,862	72,644	1,955	36,334	9,087	108,978	16,095	2,696,117	8,463	3,595,418	24,558	6,291,535	3.35	1904
6,656	70,177	2,527	40,051	9,183	110,228	15,784	2,715,049	8,897	3,741,494	24,681	6,456,543	2.62	1905
6,381	67,776	3,007	44,774	9,388	112,550	15,506	2,699,682	9,500	3,975,287	25,066	6,674,969	3.38	1906
5,938	63,385	3,429	49,557	9,367	112,942	14,861	2,659,426	10,050	4,279,368	24,911	6,938,794	3.95	1907
5,631	60,296	4,088	57,142	9,719	117,438	14,499	2,654,271	10,926	4,171,174	25,425	7,365,445	6.15	1908
5,258	56,565	4,725	63,632	9,983	120,197	14,047	2,639,531	11,641	4,749,224	25,688	7,388,755	.32	1909
4,777	51,666	5,388	70,863	10,165	122,529	13,288	2,607,721	12,452	4,900,361	25,740	7,508,082	1.61	1910
4,360	47,565	5,995	77,734	10,355	125,299	12,684	2,564,721	13,307	5,074,069	25,991	7,638,790	1.74	1911
4,042	44,565	6,962	84,951	10,604	129,396	11,577	2,534,325	14,951	5,179,858	26,528	7,714,183	.99	1912
3,722	41,205	5,042	91,197	10,764	132,402	11,988	2,553,271	15,082	5,333,247	27,078	7,886,518	2.23	1913
3,411	37,951	2,991	95,611	10,792	133,562	11,452	2,501,162	15,491	5,427,526	26,943	7,928,688	.53	1914
3,045	34,248	514	98,913	10,559	133,161	10,753	2,445,619	15,948	5,943,810	26,701	8,389,429	5.81	1915
2,811	31,867	534	99,021	10,345	130,888	10,383	2,399,586	16,061	6,070,063	26,444	8,469,649	.95	1916
2,566	29,651	7,445	98,999	10,011	128,350	10,155	2,437,676	16,242	6,433,361	26,397	8,871,037	4.74	1917
2,409	28,001	4,076	99,918	9,885	127,919	10,033	2,453,204	16,658	7,471,314	26,711	9,924,518	11.87	1918
2,263	26,485	7,572	102,278	9,835	128,763	9,862	2,491,673	17,651	10,415,627	27,513	12,907,300	30.05	1919
2,113	24,710	7,735	105,411	9,848	130,121	9,369	2,500,575	18,814	13,823,448	28,183	16,324,024	26.47	1920
1,908	22,383	7,609	105,777	9,517	128,160	8,941	2,537,021	19,071	15,745,118	28,118	18,282,136	12	1921

For a separate report of canal boats and barges see statement No. 10A.

No. 10A.—NUMBER AND GROSS TONNAGE OF CANAL BOATS AND BARGES DOCUMENTED IN THE UNITED STATES IN SPECIFIED YEARS, 1868–1921.

[These vessels are included in statement No. 10.]

Year ended June 30—	Canal boats.		Barges.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
1868.....	4,847	430,672	1,463	213,156	6,310	643,828
1869.....	4,678	420,143	1,423	220,958	6,101	641,101
1870.....	6,410	567,915	1,530	240,411	7,940	808,326
1871.....	7,314	648,471	1,472	260,343	8,786	908,814
1872.....	8,085	704,713	1,621	296,106	9,706	1,000,819
1873.....	8,970	820,328	1,738	335,455	10,708	1,155,783
1874 ¹	8,245	751,612	1,908	389,714	10,153	1,141,326
1875.....	7,808	709,996	1,888	390,158	9,696	1,100,154
1876.....	1,581	117,708	1,776	380,686	3,357	498,394
1877.....	996	81,894	1,914	409,620	2,910	491,014
1878.....	1,071	88,691	2,198	485,076	3,269	522,767
1879.....	1,206	108,737	2,394	466,878	3,600	570,615
1880 ²	1,235	108,590	1,930	383,629	3,165	490,219
1885.....	1,027	97,681	1,005	299,451	2,032	397,132
1890.....	1,097	114,953	1,241	341,042	2,338	455,995
1895.....	680	75,051	1,368	382,632	2,048	457,683
1896.....	682	75,225	1,357	393,188	2,039	468,413
1897.....	650	73,786	1,480	432,523	2,130	506,309
1898.....	660	74,640	1,667	467,348	2,327	541,988
1899.....	629	71,101	1,962	491,808	2,591	562,909
1900.....	647	73,383	2,362	548,817	3,009	622,200
1901.....	735	83,068	2,677	586,840	3,412	669,908
1902.....	708	79,408	2,770	599,742	3,473	679,150
1903.....	696	78,406	2,840	634,927	3,535	713,333
1904.....	692	77,583	2,917	673,578	3,609	751,161
1905.....	643	71,953	3,022	681,512	3,665	753,465
1906.....	717	80,137	3,171	720,911	3,888	801,048
1907.....	731	81,773	3,264	763,209	3,995	844,982
1908.....	746	82,469	3,453	810,732	4,199	893,201
1909.....	745	80,951	3,590	847,504	4,335	928,455
1910.....	674	74,068	3,667	878,180	4,341	952,248
1911.....	659	72,370	3,821	894,528	4,480	966,898
1912.....	665	72,567	4,016	922,911	4,681	995,478
1913.....	698	76,619	4,245	969,022	4,943	1,045,641
1914.....	700	76,454	4,233	992,168	4,933	1,068,622
1915.....	580	61,979	4,327	999,166	4,887	1,061,145
1916.....	555	61,639	4,446	1,027,010	5,001	1,088,649
1917.....	532	59,740	4,669	1,099,472	5,201	1,159,212
1918.....	519	58,588	4,947	1,185,081	5,466	1,243,669
1919.....	490	56,431	5,112	1,235,581	5,602	1,292,012
1920.....	448	51,752	4,891	1,176,664	5,339	1,228,416
1921.....	442	51,559	4,826	1,191,169	5,268	1,242,728

¹ See act Apr. 18, 1874.

² See act June 30, 1879.

No. 10B.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, CANAL BOATS, AND BARGES DOCUMENTED ON THE NORTHERN LAKES, IN SPECIFIED YEARS, 1868-1921.

[These vessels are included in statement No. 10.]

Year.	Sailing.		Steam. ¹		Canal boats.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1868.....	1,855	293,978	624	144,117	2,822	241,553	64	15,956	5,365	695,604
1869.....	1,752	277,893	636	146,236	2,384	215,165	108	22,072	4,875	661,366
1870.....	1,699	264,609	642	142,973	2,894	249,558	114	27,599	5,349	684,704
1871.....	1,662	267,154	682	149,467	3,037	264,198	132	31,208	5,513	712,027
1872.....	1,654	270,051	708	162,523	2,814	254,056	161	37,863	5,337	724,493
1873.....	1,663	298,002	802	180,250	2,934	267,601	177	42,559	5,576	788,412
1874.....	1,696	336,302	876	198,121	2,812	261,135	216	46,323	5,600	842,381
1875.....	1,710	339,787	891	202,307	2,702	250,657	193	45,140	5,496	837,891
1876.....	1,643	331,498	921	201,742	441	34,388	188	45,585	3,193	613,211
1877.....	1,604	324,394	923	201,085	472	37,474	192	47,207	3,191	610,160
1878.....	1,546	315,908	918	201,550	519	41,902	183	45,296	3,166	604,656
1879.....	1,473	307,078	896	203,298	548	44,774	170	42,226	3,087	597,376
1880.....	1,459	304,933	931	212,045	572	47,159	165	40,965	3,127	605,102
1885.....	1,322	313,129	1,175	335,859	771	70,150	111	30,810	3,379	749,948
1886.....	1,272	328,656	1,527	652,923	657	67,574	54	13,910	3,510	1,063,063
1889.....	1,100	300,642	1,755	857,735	406	44,074	81	39,008	3,342	1,241,459
1896.....	1,044	309,152	1,792	924,631	416	45,109	81	45,175	3,333	1,324,067
1897.....	993	334,104	1,775	977,235	361	37,978	101	60,785	3,230	1,410,102
1898.....	960	333,704	1,764	993,644	384	40,456	148	69,696	3,256	1,437,500
1899.....	874	318,175	1,732	1,014,561	366	38,680	190	74,982	3,162	1,446,348
1900.....	832	335,183	1,739	1,110,565	392	41,430	204	78,409	3,167	1,565,587
1901.....	784	332,289	1,778	1,243,500	476	50,362	215	80,143	3,253	1,706,294
1902.....	726	318,032	1,795	1,377,872	454	47,888	197	72,719	3,172	1,816,511
1903.....	676	315,195	1,796	1,467,992	453	47,750	185	71,761	3,110	1,902,698
1904.....	623	308,820	1,820	1,592,270	451	47,160	181	70,958	3,075	2,019,208
1905.....	583	301,115	1,820	1,647,793	418	43,775	190	69,464	3,011	2,062,147
1906.....	519	269,136	1,844	1,841,438	480	50,599	209	73,259	3,052	2,234,432
1907.....	466	256,104	1,873	2,044,553	529	55,889	235	83,195	3,103	2,439,741
1908.....	429	248,752	1,942	2,341,686	546	57,609	255	81,122	3,172	2,729,169
1909.....	389	238,491	1,982	2,399,925	557	58,753	271	85,312	3,199	2,782,481
1910.....	362	236,656	2,107	2,508,469	480	50,912	324	99,065	3,273	2,895,102
1911.....	324	228,519	2,174	2,564,060	449	48,065	339	102,879	3,286	2,943,523
1912.....	303	225,114	2,269	2,575,914	451	48,208	344	100,688	3,367	2,949,924
1913.....	272	210,401	2,333	2,568,983	472	51,048	370	109,354	3,447	2,939,786
1914.....	241	198,531	2,339	2,523,517	448	48,397	378	112,447	3,046	2,882,892
1915.....	220	190,928	2,348	2,487,945	208	22,729	385	116,407	3,161	2,818,009
1916.....	191	182,225	2,335	2,444,518	141	15,644	384	118,428	3,051	2,760,815
1917.....	165	172,836	2,309	2,471,727	127	14,172	400	120,352	3,001	2,779,087
1918.....	133	159,584	2,295	2,504,901	101	11,219	410	121,819	2,939	2,797,503
1919.....	125	151,383	2,380	2,731,562	103	11,525	435	129,302	3,043	3,023,762
1920.....	108	142,067	2,456	2,856,555	81	9,158	446	130,910	3,091	3,138,690
1921.....	95	136,074	2,308	2,559,148	81	9,973	458	134,319	2,942	2,839,514

¹ Includes gasoline vessels since 1897.

No. 11.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, GAS VESSELS, CANAL BOATS, AND BARGES IN THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1921.

[This table does not include yachts nor boats and lighters, decked and not masted, employed within the harbor of any town or city, nor canal boats and barges without sails or internal motive power of their own employed wholly upon canals or the internal waters of a State, nor barges and boats plying on rivers or lakes of the United States and not engaged in the trade with contiguous foreign territory and not carrying passengers, nor boats under 5 tons net.]

Customs district and port in which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.		
ATLANTIC AND GULF COASTS.												
Maine and New Hampshire:												
Eastport, Me.	9	1,286	5	461	118	2,291					132	4,088
Calais, Me.	10	3,269		97	49	804					15	3,404
Machias, Me.	19	2,332	1	111	21	296					70	3,233
Ellsworth, Me.	13	1,995	2	117	45	524					35	2,407
Southwest Harbor, Me.	5	96	2	285	2	14					52	737
Bangor, Me.	12	2,632	4	295	2	14					18	2,941
Belfast, Me.	30	3,434	9	4,052	45	502			3	370	87	8,358
Rockland, Me.	36	8,360	31	9,360	85	1,219			2	124	154	19,063
Boothbay, Me.	10	380	4	95	26	437			3	89	43	1,001
Bath, Me.	8	6,661	14	9,428	4	981			27	3,933	53	21,008
Portland, Me.	20	4,830	49	64,659	97	2,090			2	102	168	71,681
Portsmouth, N. H.	4	2,782	9	23,910	6	93					19	26,785
Massachusetts:												
Gloucester, Mass.	21	3,086	17	1,862	172	11,246			4	491	214	16,685
Salem, Mass.	2	193	4	354	3	44					9	501
Marblehead, Mass.	1	43	1	40	4	48			2	500	8	631
Boston, Mass.	83	61,398	245	383,989	128	7,739			29	10,213	485	463,339
Plymouth, Mass.	2	24			2	24					4	48
Provincetown, Mass.	5	781	1	82	53	1,057					59	1,920
Vineyard Haven, Mass.	5	133	1	22	47	680					53	835
Barnstable, Mass.					3	47					3	47
New Bedford, Mass.	28	3,784	10	2,628	86	1,169			1	410	125	7,991
Fall River, Mass.	28	25,747	19	43,749	33	613			4	1,712	84	71,821
Rhode Island:												
Providence, R. I.	8	5,830	34	33,957	75	1,481			3	169	117	41,268
Newport, R. I.	3	123	18	2,444	80	979					104	3,715
Connecticut:												
New London, Conn.	16	10,729	62	87,592	42	788			20	6,941	140	106,040
Hartford, Conn.	1	67	15	7,462	15	155			42	17,465	73	26,149
New Haven, Conn.	11	355	39	6,552	54	934		4	463	7	115	10,017
Bridgeport, Conn.	37	379	30	3,642	100	1,408			2	312	169	5,741
New York:												
New York, N. Y.	230	196,272	2,144	4,716,008	707	67,993					4,712	5,511,130
Albany, N. Y.	1	32	112	13,052	8	95					550	95,698
Patchogue, N. Y.	30	841	5	439	240	2,930					275	4,210
Greenport, N. Y.	31	544	9	917	133	2,022			1	10	174	3,493

Newark, N. J.	8	2,824	56	57,981	44	547	2	282	9	2,176	119	63,790
Perry, Amboy, N. J.	59	26,095	31	10,451	57	716			60	18,254	207	55,516
Philadelphia:												
Tuckerton, N. J.	3	16			48	355			4	83	55	454
Philadelphia, Pa.	281	141,426	462	1,317,719	388	19,615	1	106	178	77,270	1,310	1,556,136
Wilmington, Del.	43	21,068	59	111,044	42	3,029			41	16,339	185	151,480
Maryland:												
Baltimore, Md.	385	67,806	311	657,432	211	6,994			259	60,140	1,166	792,372
Annapolis, Md.	91	2,298	4	1,601	64	847			3	1,042	5	5,788
Crisfield, Md.	390	6,095			75	1,214			2	374	467	7,683
Washington, D. C.	26	1,759	20	9,181	11	208					57	11,148
Virginia:												
Alexandria, Va.	10	155	4	12,303	4	48					18	12,506
Reedville, Va.	110	3,652	43	8,291	95	2,333					248	14,276
Richmond, Va.	7	183	10	3,488	9	303			8	1,870	34	5,744
Petersburg, Va.			1	98	4	60					5	158
Newport News, Va.	56	34,650	84	364,757	156	3,343					296	402,750
Norfolk, Va.	42	32,054	194	385,267	272	8,516			13	5,266	521	431,103
Cape Charles, Va.	46	614	16	6,359	94	1,269			10	13,834	166	22,076
North Carolina:												
Elizabeth City, N. C.	16	362	21	1,153	54	962			6	1,112	97	3,439
Manteo, N. C.	8	100			13	180			1	12	22	262
Washington, N. C.	43	558	9	540	45	679			1	115	98	1,892
New Bern, N. C.	19	576	15	3,848	51	1,246					85	5,670
Beaufort, N. C.	57	584			145	3,055			1	54	203	3,963
Wilmington, N. C.	11	162	43	54,631	34	747			4	1,685	92	57,225
South Carolina:												
Georgetown, S. C.	4	2,171	16	1,102	27	322					47	3,595
Charleston, S. C.	23	11,350	28	36,497	114	1,668			4	5,385	169	54,900
Beaufort, S. C.	40	439	2	354	13	189					55	1,032
Georgia:												
Savannah, Ga.	37	5,284	69	122,212	33	1,503			3	1,193	142	130,192
Brunswick, Ga.	7	6,061	13	10,989	21	234					41	17,284
Florida:												
Fernandina, Fla.	13	11,018	3	402	22	633					25	1,035
Jacksonville, Fla.	1	8	62	98,778	90	2,555			28	6,774	163	119,125
St. Augustine, Fla.	5	687			48	707					49	715
Miami, Fla.	63	5,455	4	551	115	1,984			4	837	128	4,159
Key West, Fla.	3	5,455	18	8,361	88	1,326			7	2,810	176	17,952
Tampa, Fla.	78	15,001	27	57,511	116	3,459			13	2,235	234	78,206
Apalachicola, Fla.	3	717	9	711	35	899					47	2,327
Pensacola, Fla.	64	14,020	31	60,333	12	892			9	3,817	116	79,062
Mobile:												
Mobile, Ala. ¹	58	31,654	59	106,399	73	1,445			9	3,871	199	143,399
Gulfport, Miss.	166	21,062	17	17,418	50	5,826					233	44,386
New Orleans:												
New Orleans, La. ¹	89	10,281	141	479,273	14	1,988			23	7,219	267	498,741
Morgan City, La.	16	163	35	1,769	139	2,327			19	9,741	209	14,080
Sabine, Port Arthur, Tex.	28	42,735	79	240,978	44	7,902			61	21,342	212	312,957

¹ Seagoing vessels; for vessels in river trade see p. 155.

Ohio.	12	2,083	47	7,730	15	215	.....	1	2,340	64	12,363
Erie, Pa.	1	19,885	280	1,084,973	14	169	.....	2	9,982	316	1,114,982
Cleveland, Ohio.	5	19,480	35	6,173	38	543	.....	10	8,859	68	8,665
Sandusky, Ohio.	.....	2,480	19	12,242	7	77	.....	.....	2,185	41	16,994
Toledo, Ohio.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Detroit, Mich.	6	3,487	123	172,264	30	611	.....	68	15,055	227	191,417
Port Huron, Mich.	7	3,334	7	35,685	8	93	.....	.....	14	1,400	86
Marquette, Mich.	7	3,324	35	3,467	54	719	.....	.....	.....	.....	40,512
Grand Haven, Mich.	4	1,411	3	3,467	.....	.....	.....	15	3,909	108	9,606
Chicago: Chicago, Ill.	2	9,141	99	39,821	216	2,287	.....	.....	.....	317	42,422
Chicago: Chicago, Ill.	.....	9,164	110	81,979	95	1,578	.....	.....	.....	214	92,721
Wisconsin: Milwaukee, Wis.	9	3,650	127	37,598	308	3,462	.....	.....	.....	490	57,079
Duluth and Superior: Duluth, Minn.	10	88,097	248	737,132	28	3,458	.....	.....	.....	12,401	871,449
Duluth and Superior: Duluth, Minn.	20	.....	.....	.....	.....	.....	.....	.....	.....	44,764	428
Total.....	95	136,074	1,432	2,544,831	876	14,317	.....	81	9,973	2,942	2,839,514
WESTERN RIVERS.											
New Orleans:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Orleans, La. ¹	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vicksburg, Miss.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tennessee:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Memphis, Tenn.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nashville, Tenn.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chattanooga, Tenn.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mobile: Mobile, Ala. ²	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kentucky:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Paducah, Ky.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville, Ky.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas City, Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Joseph, Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Omaha: Omaha, Nebr.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dakota: Pembina, N. Dak.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Montana and Idaho: Great Falls, Mont.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines, Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sioux City, Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque, Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minnesota: St. Paul, Minn.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duluth and Superior: Duluth, Minn. ³	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin: Milwaukee, Wis. ⁴	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Ill. ⁵	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peoria, Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indiana: Evansville, Ind.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio: Cincinnati, Ohio.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburgh, Pa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	1	29	587	92,681	929	18,822	.....	.....	10,783	1,689	122,315

at Lake vessels; for vessels in river trade see below.

^a Vessels in river trade only; for seagoing vessels see p. 153.

* Vessels in river trade only; for lake vessels see above.

No. 11.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, GAS VESSELS, CANAL BOATS, AND BARGES IN THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1921.—Continued.

Customs district and port in which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
SUMMARY.												
Atlantic and Gulf coasts.....	3,276	885,188	4,978	9,813,594	5,665	206,540	381	41,586	2,662	905,517	16,972	11,852,435
Pacific coast.....	301	272,992	1,324	2,919,794	3,280	134,536	.....	.....	1,504	140,550	6,409	3,467,872
Northern lakes.....	95	136,074	1,432	2,544,831	876	14,317	81	9,973	1,458	134,319	2,942	2,839,514
Western rivers.....	1	92,681	1,587	92,681	929	18,622	.....	.....	172	10,763	1,680	122,315
Grand total.....	3,673	1,294,293	8,321	15,370,900	10,750	374,215	442	51,559	4,826	1,191,169	28,012	18,282,136

No. 12.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, GAS VESSELS, CANAL BOATS, AND BARGES IN THE UNITED STATES, BY STATES, JUNE 30, 1921.

State or Territory in which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Maine.....	172	35,275	121	88,675	497	9,283	.....	.....	.....	.....	827	137,861
New Hampshire.....	4	2,752	9	23,910	6	93	2	281	37	4,618	19	26,785
Vermont.....	.....	.....	.....	2,913	3	37	.....	.....	.....	.....	12	3,181
Massachusetts.....	175	95,189	298	432,726	531	22,667	.....	.....	40	13,326	1,044	563,908
Rhode Island.....	11	5,953	52	36,401	155	2,460	.....	.....	3	169	221	44,983
Connecticut.....	65	11,530	146	105,238	211	3,285	4	463	71	26,431	6,282	146,947
New York.....	301	201,359	2,515	5,053,296	1,158	74,120	433	50,497	1,875	614,075	381	5,903,347
New Jersey.....	70	28,935	87	68,432	149	1,618	2	262	73	20,513	73	119,760
Pennsylvania.....	282	143,509	643	1,849,676	475	20,872	1	106	185	80,432	1,866	1,594,595
Delaware.....	43	21,068	59	111,044	42	3,029	.....	.....	41	16,339	186	151,480
District of Columbia.....	866	76,199	315	659,033	350	9,065	.....	.....	264	61,556	1,795	805,843
Virginia.....	26	1,759	20	9,181	11	208	.....	.....	.....	.....	57	11,148
North Carolina.....	271	71,308	332	780,563	634	15,772	.....	.....	31	20,970	1,288	888,613
South Carolina.....	154	2,342	88	60,172	342	6,769	.....	.....	13	2,978	597	72,261
Georgia.....	67	14,010	46	37,953	154	2,179	.....	.....	4	5,385	271	59,527
Florida.....	44	11,345	52	133,201	54	1,737	.....	.....	3	1,193	183	147,476
Alabama.....	227	46,906	154	228,647	526	12,455	.....	.....	61	16,573	968	302,581
Mississippi.....	58	31,654	63	106,566	87	1,588	.....	.....	12	3,903	220	143,711
Louisiana.....	166	21,092	38	20,930	69	6,117	.....	.....	.....	.....	271	48,139
Texas.....	105	10,424	290	500,112	374	11,748	.....	.....	.....	.....	818	545,428
Porto Rico.....	88	53,288	155	379,460	230	10,712	.....	.....	111	44,526	584	487,996
.....	86	4,919	9	7,892	20	944	.....	.....	4	208	119	13,903

	5	95	1	42	1	42	82	1	23				7	160
Virgin Islands.....													155	6,573
Tennessee.....			42	5,151					1,136		286		148	9,470
Kentucky.....			52	7,928					1,322	6	222		380	20,741
Missouri.....	1	29	93	16,368					3,027	87	1,317		8	581
Nebraska.....			5	508					73				37	1,264
North Dakota.....									1,119	2	145		10	233
Montana.....									211				50	1,085
Iowa.....			1	22					380				50	873,014
Minnesota.....	26	86,067	12	658					3,770	5	47		466	57,370
Wisconsin.....	10	3,650	128	737,385					3,562	135	45,762		499	283,857
Michigan.....	19	8,546	314	37,664					3,710	46	12,664		305	96,891
Illinois.....	9	9,164	143	251,227					2,383	97	20,364		69	4,299
Indiana.....			30	85,104					795	7	240		506	1,148,993
Ohio.....	18	22,864	370	3,265					1,380	6	209		1,524	1,809,651
California.....	169	159,766	559	1,111,725					53,338	23	13,024		524	523,231
Oregon.....	21	31,934	233	1,587,445					11,194	41	9,102		3,159	1,015,047
Washington.....	83	74,187	420	477,675					55,228	1,181	93,231		1,146	39,353
Alaska.....	17	74,556	94	792,401					13,450	273	35,789			
Hawaii.....	11	6,549	18	30,795					1,326					
Total.....	3,673	1,294,293	8,321	15,370,900					374,215	442	1,191,169		28,012	18,282,136
				10,750					4,826	51,559				

No. 13.—SAILING, STEAM, AND GAS VESSELS OF THE UNITED STATES, ACCORDING TO SIZE, JUNE 30, 1921.

Geographical distribution.	Class 0. 5 to 49 tons.		Class 1. 50 to 99 tons.		Class 2. 100 to 499 tons.		Class 3. 500 to 999 tons.		Class 4. 1,000 to 2,499 tons.		Class 5. 2,500 to 4,999 tons.		Class 6. 5,000 tons and over.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
SAILING VESSELS.																
Atlantic and Gulf coasts.....	2,045	34,141	294	20,103	283	66,414	346	271,780	299	462,999	9	29,761			3,276	885,198
Pacific coast.....	55	1,136	21	1,403	38	12,705	74	51,764	99	165,023	14	40,971			301	272,992
Northern lakes.....	3	117	3	245	22	6,387	31	20,114	10	16,830	24	82,303	2	10,078	95	136,074
Western rivers.....	1	29													1	29
Total.....	2,104	35,423	318	21,751	343	85,506	451	343,648	408	644,852	47	153,035	2	10,078	3,673	1,294,293
STEAM VESSELS.																
Atlantic and Gulf coasts..	744	26,418	678	52,196	1,211	279,420	197	141,339	425	836,230	855	2,841,404	868	5,636,587	4,978	9,813,594
Pacific coast.....	151	4,345	141	10,610	270	70,535	143	105,960	120	200,583	205	644,021	204	1,894,640	1,324	2,919,794
Northern lakes.....	431	12,033	208	15,912	162	41,189	73	52,516	130	240,179	251	940,034	187	1,242,968	1,432	2,544,831
Western rivers.....	154	4,707	213	16,227	181	39,520	30	20,126	9	12,101					587	92,681
Total.....	1,480	47,503	1,240	94,945	1,824	430,664	443	319,941	674	1,280,063	1,311	4,425,459	1,349	8,764,195	8,321	15,370,900
GAS VESSELS.																
Atlantic and Gulf coasts..	5,303	79,017	182	12,816	136	24,841	13	9,068	22	42,988			2	15,059	5,665	206,540
Pacific coast.....	3,010	54,606	182	12,253	56	11,770	8	6,259	19	33,629	7	22,751			3,280	124,586
Northern lakes.....	856	9,894	13	654	4	1,679	3	3,120			5	16,019			876	14,317
Western rivers.....	893	13,164	28	2,005	5	1,871	3	1,782							929	18,822
Total.....	10,062	156,651	405	27,728	201	39,161	27	20,229	41	76,617	12	38,770	2	15,059	10,750	374,215
Grand total.....	13,646	239,577	1,963	144,424	2,368	555,331	921	682,918	1,123	2,010,562	1,370	4,617,264	1,353	8,789,332	22,744	17,089,408

No. 14.—NUMBER AND GROSS TONNAGE OF VESSELS OF THE UNITED STATES ENGAGED IN THE COD AND MACKEREL FISHERIES, BY CUSTOMS DISTRICTS, JUNE 30, 1921.

Customs district and port in which documented.	Sailing.				Steam.				Gas.				Total.	
	Enrolled.		Licensed.		Enrolled.		Licensed.		Enrolled.		Licensed.			
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Maine and New Hamp- shire:														
Eastport, Me.....									1	21			1	21
Machias, Me.....											2	20	2	20
Ellsworth, Me.....			1	7							1	11	2	18
Southwest Harbor, Me.....			3	20							16	141	19	161
Bangor, Me.....	1	121	1	24							1	5	3	150
Belfast, Me.....											4	38	4	38
Rockland, Me.....			4	32	21	8,423					35	381	60	8,836
Boothbay, Me.....											13	185	13	185
Bath, Me.....											2	13	2	13
Portland, Me.....			1	8	2	525	1	21	10	625	40	555	54	1,734
Portsmouth, N. H.....			1	5							1	8	2	13
Massachusetts:														
Gloucester, Mass.....	7	935	3	34	4	1,049	6	200	81	9,203	80	1,482	181	12,903
Marblehead, Mass.....	1	43											1	43
Boston, Mass.....	4	502	3	26	19	4,780	2	71	27	2,222	29	587	84	8,188
Plymouth, Mass.....			1	12							1	12	2	24
Provincetown, Mass.....	1	70			1	82			3	280	44	710	49	1,142
Vineyard Haven, Mass.....							1	22	2	66	15	288	18	376
New Bedford, Mass.....									2	99	5	112	7	211
Fall River, Mass.....											1	16	1	16
New York: Greenport, N. Y.....			6	50							2	19	8	69
San Francisco: San Fran- cisco, Calif.....	6	1,765											6	1,765
Oregon:														
Marshfield, Oreg.....											3	56	3	56
Astoria, Oreg.....									11	440	15	345	26	785
Portland, Oreg.....											8	131	8	131
Washington: Seattle, Wash.....	2	412											2	412
Total.....	22	3,848	24	218	47	14,859	10	314	137	12,956	318	5,115	558	37,310

No. 15.—NUMBER AND GROSS TONNAGE OF VESSELS OF THE UNITED STATES ENGAGED IN THE WHALE FISHERIES, BY PORTS, JUNE 30, 1921.

Port.	Sailing.		Steam.		Gas.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.		
Massachusetts:								
Provincetown, Mass.....	2	460					2	460
New Bedford, Mass.....	8	1,187			1	86	9	1,273
San Francisco: San Francisco, Calif.....			4	492	2	931	6	1,423
Washington: Seattle, Wash.....			5	654			5	654
Alaska: Juneau, Alaska.....			3	452			3	452
Total.....	10	1,647	12	1,628	3	1,017	25	4,222

No. 16.—DOCUMENTED TONNAGE OF THE UNITED STATES MERCHANT
AND THE FISHERIES,

Year ended—	Foreign trade.		Coasting trade.						Whale fisheries.	
	Registered.		Enrolled.		Licensed.		Total.		Registered.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Dec. 31, 1789		123, 893		68, 607				68, 607		
1790		346, 254		103, 775				103, 775		
1791		363, 110		106, 494				106, 494		
1792		411, 438		120, 957				120, 957		
1793		367, 734		114, 853		7, 218		122, 071		
1794		438, 863		145, 601		16, 977		162, 578		
1795		529, 471		164, 796		19, 602		184, 398		
1796		576, 733		195, 424		22, 417		217, 841		
1797		597, 777		214, 077		23, 326		237, 403		
1798		603, 376		227, 344		24, 099		251, 443		
1799		657, 142		220, 904		25, 736		246, 640		5, 055
1800		667, 107		345, 295		27, 197		272, 492		2, 814
1801		1 630, 558		246, 255		28, 296		274, 551		2, 349
1802		1 557, 760		260, 543		29, 080		289, 623		2, 621
1803		585, 910		268, 676		30, 394		299, 060		11, 247
1804		660, 514		298, 840		30, 697		317, 537		12, 016
1805		744, 224		301, 366		31, 297		332, 663		5, 117
1806		798, 507		309, 977		30, 563		340, 546		9, 778
1807		840, 163		318, 190		30, 838		349, 028		8, 144
1808		765, 262		387, 684		33, 135		420, 819		3, 802
1809		906, 855		371, 501		33, 662		405, 163		3, 204
1810		981, 019		371, 114		34, 233		405, 347		3, 250
1811		1 763, 607		396, 259		34, 103		420, 362		5, 245
1812		758, 630		443, 181		34, 791		477, 972		1, 988
1813		672, 700		433, 405		37, 704		471, 109		2, 153
1814		674, 033		425, 714		40, 445		466, 159		
1815		824, 285		435, 067		40, 599		475, 066		
1816		800, 760		479, 979		42, 186		522, 165		
1817		804, 851		481, 458		43, 672		525, 030		4, 874
1818		2 599, 944		503, 140		46, 234		549, 374		16, 135
1819		581, 230		523, 556		47, 502		571, 058		31, 700
1820		583, 657		539, 080		48, 945		588, 025		35, 391
1821		593, 825		559, 436		55, 409		614, 945		26, 071
1822		582, 701		573, 080		51, 109		614, 945		45, 449
1823		600, 023		566, 409		51, 396		617, 805		39, 918
1824		638, 907		589, 223		52, 340		641, 569		33, 166
1825		665, 409		587, 273		53, 588		640, 861		35, 379
1826		696, 221		666, 420		55, 910		722, 330		41, 757
1827		701, 517		732, 838		56, 221		789, 159		45, 633
1828		757, 998		787, 226		55, 680		842, 906		54, 621
1829		2 592, 859		490, 408		18, 390		508, 858		57, 284
1830		1 537, 563		496, 640		20, 339		516, 979		38, 912
1831		538, 136		516, 086		22, 638		539, 724		82, 316
1832		614, 121		624, 159		25, 468		649, 627		72, 869
1833		648, 989		717, 423		28, 476		744, 199		101, 158
1834		749, 378		755, 463		28, 156		783, 619		108, 060
Sept. 30, 1835 (9 mos.)		788, 173		789, 795		27, 543		797, 338		97, 649
1836		753, 094		846, 116		26, 907		873, 023		144, 681
1837		683, 205		927, 250		29, 731		956, 981		127, 242
1838		702, 962	1, 008, 146		32, 659		1, 041, 105		119, 630	
1839		702, 400	1, 120, 311		33, 241		1, 153, 552		131, 845	
1840		762, 838	1, 144, 664		32, 030		1, 176, 694		136, 927	
1841		788, 398	1, 076, 036		31, 032		1, 107, 068		157, 405	
1842		832, 746	1, 018, 253		27, 500		1, 045, 753		151, 613	
June 30, 1843 (9 mos.)		856, 930	1, 048, 209		27, 947		1, 076, 156		152, 375	
1844		900, 471	1, 078, 968		30, 747		1, 109, 615		168, 294	
1845		904, 476	1, 190, 998		32, 320		1, 223, 218		190, 698	
1846		943, 307	1, 289, 871		25, 706		1, 315, 577		189, 980	
1847		1, 047, 454	1, 452, 623		35, 978		1, 488, 601		193, 859	
1848		1, 168, 707	1, 620, 988		38, 329		1, 659, 317		192, 180	
1849		1, 258, 756	1, 731, 411		38, 965		1, 770, 376		180, 188	
1850		1, 439, 694	1, 755, 797		42, 028		1, 797, 825		146, 017	
1851		1, 544, 663	1, 854, 318		45, 658		1, 899, 976		181, 644	

¹ The decrease of registered tonnage for the years 1801, 1802, and 1811 is due largely, if not entirely, to clerical corrections. (American State Papers, Commerce and Navigation, 1801-2, vol. 1, pp. 494-499, 528-546.)

² The decrease of tonnage in the years 1818, 1829, and 1830 arises principally from the registered tonnage, having been corrected by striking off all vessels the registers of which were granted prior to 1815, which were supposed by the collectors to have been lost at sea, captured, etc.—Joseph Nourse, Register of the Treasury (American State Papers, Vol. II, p. 648), and Pitkin (Commerce of the United States, edition 1835, p. 351).

MARINE EMPLOYED IN THE FOREIGN TRADE, THE COASTING TRADE, 1789-1921.

Whale fisheries.			Cod and mackerel fisheries.							Total merchant marine.		Year.
Enrolled.		Total.	Enrolled.		Licensed.		Total.		No.	Tons.		
Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.				
				9,062				9,062		201,562	1789	
				28,348				28,348		478,377	1790	
				32,542				32,542		502,146	1791	
				32,062				32,062		564,457	1792	
				28,974		1,985		30,959		520,764	1793	
4,129		4,129		17,498		5,550		23,048		628,618	1794	
3,163		3,163		24,887		6,046		30,933		747,965	1795	
2,364		2,364		28,509		6,453		34,962		831,900	1796	
1,104		1,104		33,406		7,222		40,628		876,912	1797	
763		763		35,477		7,269		42,746		898,328	1798	
592		5,647		23,933		6,046		29,979		939,408	1799	
652		3,466		22,307		7,120		29,427		972,492	1800	
736		3,085		31,280		8,102		39,382		947,576	1801	
580		3,201		32,988		8,534		41,522		892,103	1802	
1,143		12,390		43,416		8,396		51,812		649,172	1803	
323		12,339		43,088		8,926		52,014		1,042,404	1804	
898		6,015		48,479		8,986		57,465		1,140,337	1805	
729		10,507		50,353		8,830		59,183		1,208,737	1806	
907		9,051		60,690		9,616		70,306		1,268,548	1807	
724		4,526		43,598		8,400		51,998		1,242,595	1808	
573		3,777		26,110		8,377		34,487		1,350,282	1809	
339		3,589		26,251		8,577		34,828		1,424,783	1810	
54		5,299		34,361		8,873		43,234		1,232,502	1811	
942		2,930		21,822		8,637		30,459		1,269,997	1812	
789		2,942		11,255		8,622		19,877		1,166,628	1813	
562		562		8,863		8,992		17,855		1,159,209	1814	
1,230		1,230		26,510		10,427		36,937		1,368,128	1815	
1,168		1,168		37,879		10,247		48,126		1,372,219	1816	
350		5,224		53,990		10,817		64,807		1,399,912	1817	
615		16,750		58,552		10,555		69,107		1,225,185	1818	
686		32,386		65,045		11,033		76,078		1,290,752	1819	
1,054		36,445		60,843		11,197		72,040		1,280,167	1820	
1,924		27,995		51,352		10,941		62,293		1,298,958	1821	
3,134		48,583		58,405		10,821		69,226		1,324,699	1822	
585		40,503		67,041		11,214		78,255		1,336,566	1823	
180		33,346		68,239		9,208		77,447		1,389,163	1824	
		35,379		70,626		10,836		81,462		1,423,111	1825	
227		41,984		63,535		10,121		73,656		1,534,191	1826	
339		45,992		73,709		10,230		83,939		1,620,607	1827	
180		54,801		74,765		10,922		85,687		1,741,392	1828	
		57,284		97,889		3,908		101,797		1,260,798	1829	
793		39,705		94,014		3,515		97,529		1,191,776	1830	
481		82,797		103,450		3,739		107,189		1,267,846	1831	
377		73,246		99,153		3,303		102,456		1,439,450	1832	
478		101,636		107,295		4,152		111,447		1,606,151	1833	
364		108,424		113,555		3,931		117,486		1,758,907	1834	
		97,649		136,817		4,964		141,781		1,824,941	1835	
1,573		146,254		104,838		4,893		109,731		1,882,102	1836	
1,895		129,137		121,866		5,497		127,363		1,896,686	1837	
5,230		124,860		120,623		6,090		126,713		1,995,640	1838	
440		132,285		101,151		7,091		108,242		2,096,479	1839	
		136,927		96,196		8,109		104,305		2,180,764	1840	
		157,405		71,877		5,996		77,783		2,130,744	1841	
377		151,990		66,039		4,863		70,902		2,092,391	1842	
142		152,517		66,677		6,323		73,000		2,158,603	1843	
320		168,614		94,350		7,046		101,396		2,280,096	1844	
207		190,903		91,240		7,165		98,405		2,417,002	1845	
440		187,420		108,979		6,802		115,781		2,502,085	1846	
		193,859		101,629		7,503		109,132		2,839,046	1847	
433		192,613		126,210		7,195		133,405		3,154,042	1848	
		180,186		116,824		7,874		124,698		3,334,016	1849	
		146,017		143,758		8,160		151,918		3,535,454	1850	
		181,644		138,015		8,141		146,156		3,772,439	1851	

* Joseph Nourse, Register of the Treasury, under date of Feb. 1, 1812, stated: "As there were not any accounts kept at the Treasury of the district tonnage of the United States prior to the operation of the acts of Dec. 31, 1792, and Feb. 18, 1793, the statement in which is exhibited the tonnage for the years 1789, 1790, 1791, and 1792 has been formed from the accounts of tonnage on which duties were collected for those years."

No. 16.—DOCUMENTED TONNAGE OF THE UNITED STATES MERCHANT MARINE
1789—

Year ended—	Foreign trade.				Coasting trade.				Whale fisheries.	
	Registered.		Enrolled.		Licensed.		Total.		Registered.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
June 30, 1852	1,705,650	2,008,022	47,851	2,055,873	193,798					
1853	1,910,471	2,082,782	51,476	2,134,258	193,203					
1854	2,151,918	2,273,900	48,214	2,322,114	181,901					
1855	2,348,358	2,491,108	52,147	2,543,255	186,778					
1856	2,302,190	2,211,935	35,728	2,247,663	189,213					
1857	2,268,196	2,300,399	36,210	2,336,609	195,772					
1858	2,301,148	2,361,596	39,624	2,401,220	198,594					
1859	2,321,674	2,439,320	41,609	2,480,929	185,728					
1860	2,379,396	2,569,319	45,548	2,644,867	166,841					
1861	2,496,894	2,657,293	47,251	2,701,544	145,734					
1862	2,173,537	2,578,546	38,170	2,616,716	117,714					
1863	1,926,886	2,915,614	42,019	2,960,633	90,228					
1864	1,486,749	3,204,227	41,038	3,245,265	95,145					
1865	1,518,350	3,353,657	27,865	3,381,522	84,233					
1866	1,387,756	2,686,152	30,469	2,719,621	105,170					
1867	1,515,648	2,627,151	33,239	2,660,390	52,384					
1868	3,067 1,487,246	18,971 2,658,404	3,560 43,736	22,531 2,702,140	349 78,486					
1869	2,970 1,496,220	18,630 2,470,928	3,853 44,587	22,492 2,515,515	311 70,202					
1870	2,643 1,448,846	19,964 2,585,328	3,800 42,919	23,764 2,638,247	296 67,954					
1871	2,472 1,363,652	20,817 2,722,372	3,687 42,228	24,504 2,764,600	249 61,490					
1872	2,482 1,359,040	21,991 2,893,906	4,039 45,646	26,030 2,929,552	217 51,608					
1873	2,572 1,378,533	23,326 3,116,373	4,134 46,847	27,460 3,163,220	187 44,755					
1874	2,566 1,389,815	23,258 3,243,656	4,401 49,783	27,659 3,293,439	162 39,108					
1875	2,816 1,515,598	22,654 3,169,687	4,462 50,011	27,116 3,219,698	165 38,229					
1876	2,838 1,553,705	16,025 2,547,490	4,589 51,345	20,614 2,598,835	171 39,116					
1877	2,809 1,570,600	15,428 2,488,189	4,682 52,133	20,110 2,540,322	179 40,593					
1878	2,855 1,589,348	15,082 2,444,801	4,710 52,369	19,792 2,497,170	182 39,700					
1879	2,532 1,541,506	15,286 2,545,059	4,763 53,123	20,049 2,597,182	185 40,028					
1880	2,204 1,314,402	15,263 2,584,418	4,748 53,268	20,011 2,637,686	174 38,408					
1881	2,153 1,297,035	14,062 2,590,836	5,017 55,175	19,619 2,646,011	173 38,551					
1882	2,039 1,258,492	15,007 2,740,206	5,086 55,570	20,068 2,795,776	146 32,902					
1883	2,033 1,269,681	14,546 2,774,248	5,248 54,106	19,794 2,838,354	141 32,414					
1884	2,036 1,276,972	14,372 2,813,919	5,348 57,149	19,854 2,884,068	121 27,249					
1885	2,006 1,262,814	14,306 2,822,598	5,735 72,773	20,041 2,895,371	113 25,184					
1886	1,665 1,085,041	14,157 2,865,317	5,839 73,935	20,026 2,939,252	104 23,138					
1887	1,512 980,412	13,871 2,935,527	5,783 75,508	19,349 3,010,735	109 26,151					
1888	1,433 919,302	14,128 3,086,212	6,034 75,908	20,182 3,172,120	97 24,482					
1889	1,595 996,619	14,221 3,133,812	6,180 77,604	20,401 3,211,416	88 21,976					
1890	1,451 928,062	14,223 3,330,377	6,258 79,058	20,481 3,409,435	76 18,633					
1891	1,516 988,719	14,426 3,529,315	6,403 80,561	20,829 3,609,876	71 17,231					
1892	1,459 977,624	14,646 3,617,700	6,657 83,073	21,303 3,700,773	73 17,052					
1893	1,272 883,190	14,814 3,770,096	6,788 84,597	21,602 3,854,693	71 16,601					
1894	1,279 890,608	13,834 3,611,723	6,787 84,553	20,630 3,696,276	71 16,482					
1895	1,193 822,347	13,641 3,644,276	6,741 84,447	20,382 3,728,714	67 15,839					
1896	1,193 820,833	13,250 3,702,393	6,780 87,903	20,330 3,790,296	64 15,121					
1897	1,176 792,870	12,998 3,808,433	6,804 88,393	19,802 3,896,826	54 12,714					
1898	1,084 726,213	13,154 3,873,594	6,936 86,108	20,090 3,959,702	52 11,496					
1899	1,283 837,229	12,961 3,878,397	7,019 86,916	19,980 3,965,313	48 11,017					
1900	1,288 816,795	13,241 4,195,875	7,327 90,641	20,568 4,286,516	42 9,899					
1901	1,286 879,595	13,632 4,488,421	7,637 94,224	21,269 4,582,645	41 9,534					
1902	1,190 873,235	13,643 4,761,888	7,873 96,826	21,516 4,838,714	36 9,320					
1903	1,134 879,264	13,660 5,041,533	8,096 99,504	21,746 5,141,037	36 9,512					
1904	1,166 888,628	13,700 5,234,807	8,159 100,357	21,859 5,335,164	38 10,140					
1905	1,333 943,260	13,560 5,340,499	8,228 101,189	21,788 5,441,688	39 10,763					
1906	1,401 928,466	13,617 5,570,682	8,428 103,362	22,045 5,674,044	40 11,020					
1907	1,399 861,466	13,607 5,906,798	8,420 103,803	22,027 6,010,601	35 9,680					
1908	1,553 930,413	13,643 6,263,209	8,808 108,653	22,451 6,371,862	38 9,655					
1909	1,600 878,523	13,640 6,339,842	9,068 111,200	22,709 6,451,042	33 8,982					
1910	1,490 782,517	13,654 6,554,649	9,328 114,317	22,982 6,668,966	36 9,308					
1911	1,669 863,495	13,558 6,602,748	9,566 117,565	23,124 6,720,313	34 9,176					
1912	1,977 923,225	13,563 6,615,490	9,829 121,556	23,392 6,737,046	35 8,876					
1913	2,261 1,019,165	13,682 6,692,280	10,022 124,700	23,704 6,816,980	39 8,611					
1914	2,360 1,066,288	13,577 6,692,274	9,985 126,089	23,562 6,818,363	45 9,864					
1915	2,755 1,862,714	13,115 6,360,105	9,957 126,279	23,072 6,486,384	39 8,829					
1916	3,101 2,185,068	12,727 6,119,048	9,900 125,502	22,627 6,244,550	33 6,707					
1917	3,453 2,440,776	12,680 6,299,581	9,590 123,022	22,270 6,392,583	30 5,623					
1918	3,996 3,596,213	12,583 6,161,288	9,411 121,186	21,994 6,282,474	27 4,468					
1919	5,006 6,665,376	12,429 6,078,699	9,429 122,727	21,858 6,201,426	26 4,350					
1920	5,932 9,924,694	12,181 6,233,458	9,463 124,248	21,644 6,357,706	26 3,901					
1921	5,951 11,077,398	12,313 7,040,623	9,165 122,513	21,478 7,163,136	25 4,292					

EMPLOYED IN THE FOREIGN TRADE, THE COASTING TRADE, AND THE FISHERIES, 1921—Continued.

Whale fisheries.			Cod and mackerel fisheries.						Total merchant marine.		Year.
Enrolled.	Total.		Enrolled.	Licensed.		Total.		No.	Tons.		
Tons.	No.	Tons.	No.	Tons.	No.	Tons.					
70 248 70		193,798		175,205		7,914		183,119		4,138,440	1852
		193,203		159,840		9,238		169,078		4,407,010	1853
		181,901		137,235		9,734		146,969		4,802,902	1854
		186,848		124,553		8,987		133,540		5,212,001	1855
		189,461		125,703		6,636		132,339		4,871,653	1856
		195,842		132,901		7,295		140,196		4,940,843	1857
		198,594		140,490		8,356		148,846		5,049,808	1858
		185,728		147,647		9,060		156,707		5,145,038	1859
		166,841		153,619		9,145		162,764		5,353,868	1860
		145,734		182,106		10,535		192,641		5,539,813	1861
	117,714		193,459		10,738		204,197		5,112,164	1862	
	99,228		157,579		10,730		168,309		5,155,066	1863	
	95,145		148,244		10,997		159,241		4,986,400	1864	
	84,233		100,436		12,241		112,677		5,096,782	1865	
	105,170		89,386		8,845		98,231		4,310,778	1866	
	52,384		68,207		7,858		76,065		4,304,487	1867	
349	78,486	1,467	74,763	753	9,124	2,220	83,887	28,167	4,351,759	1868	
311	70,202	1,093	55,165	621	7,589	1,714	62,704	27,487	4,144,641	1869	
299	67,954	1,561	32,612	731	8,848	2,292	91,460	28,998	4,246,507	1870	
249	61,490	1,563	32,902	863	9,963	2,426	92,865	29,651	4,282,607	1871	
217	51,608	1,486	37,403	899	10,144	2,385	97,547	31,114	4,437,747	1872	
187	44,755	1,558	39,542	895	9,977	2,453	109,519	32,672	4,696,027	1873	
162	39,108	1,230	68,490	890	9,800	2,099	78,290	32,486	4,800,652	1874	
165	38,229	1,259	68,703	929	11,504	2,188	80,207	32,285	4,853,732	1875	
171	39,116	1,383	77,314	928	10,488	2,311	87,802	25,934	4,279,458	1876	
179	40,593	1,265	79,678	1,023	11,407	2,288	91,085	25,386	4,242,600	1877	
182	39,700	1,333	74,560	1,102	11,987	2,535	86,547	25,264	4,212,765	1878	
185	40,028	1,208	66,543	1,237	13,342	2,445	79,885	25,211	4,169,601	1879	
174	38,408	1,147	64,935	1,176	12,603	2,323	77,538	24,712	4,068,034	1880	
173	38,551	1,215	66,365	905	9,772	2,120	76,137	24,065	4,057,734	1881	
146	32,802	1,119	67,015	971	10,848	2,090	77,863	24,368	4,165,933	1882	
141	32,414	1,245	84,322	1,004	10,716	2,249	95,038	24,217	4,235,487	1883	
121	27,249	1,140	72,609	961	10,331	2,101	82,940	24,082	4,271,229	1884	
113	25,184	1,089	73,975	714	8,590	1,803	82,565	23,963	4,265,934	1885	
104	23,138	1,096	73,445	643	7,260	1,739	80,705	23,534	4,131,136	1886	
109	26,151	1,033	73,237	560	6,310	1,593	79,547	23,063	4,105,845	1887	
97	24,482	968	69,146	621	6,866	1,589	76,012	23,281	4,191,916	1888	
88	21,976	932	67,669	609	6,795	1,541	74,464	23,623	4,307,475	1889	
76	18,633	840	61,507	619	6,860	1,459	68,367	23,467	4,424,497	1890	
71	17,231	836	61,912	647	7,021	1,483	68,333	23,899	4,684,759	1891	
73	17,052	815	61,819	733	7,653	1,548	69,472	24,383	4,764,921	1892	
71	16,604	806	62,737	761	7,838	1,567	70,575	24,512	4,825,071	1893	
71	16,482	802	63,493	804	8,080	1,606	71,573	23,586	4,684,029	1894	
67	15,839	767	60,838	831	8,222	1,598	69,060	23,240	4,635,960	1895	
64	15,121	749	60,107	872	8,523	1,621	68,630	22,908	4,703,880	1896	
54	12,714	724	58,103	877	8,507	1,601	66,610	22,633	4,769,020	1897	
52	11,496	571	43,996	908	8,331	1,479	52,327	22,705	4,749,738	1898	
48	11,017	545	42,901	872	7,778	1,417	50,679	22,728	4,864,238	1899	
42	9,899	545	43,694	890	7,935	1,435	51,629	23,333	5,164,839	1900	
41	9,534	539	44,074	922	8,370	1,461	52,444	24,057	5,524,218	1901	
36	9,320	572	47,807	959	8,826	1,531	56,633	24,273	5,797,902	1902	
36	9,512	575	48,963	934	8,569	1,509	57,532	24,425	6,087,345	1903	
38	10,140	567	48,982	928	8,621	1,495	57,603	24,558	6,291,535	1904	
39	10,763	566	51,303	955	9,039	1,521	60,342	24,681	6,456,543	1905	
40	11,020	560	52,251	960	9,188	1,520	61,439	25,006	6,674,969	1906	
35	9,680	503	47,906	947	9,139	1,450	57,047	24,911	6,938,794	1907	
38	9,655	472	44,730	911	8,785	1,383	53,515	25,425	7,365,445	1908	
33	8,982	432	41,211	914	8,997	1,346	50,208	25,688	7,388,755	1909	
36	9,308	395	39,079	837	8,212	1,232	47,291	25,740	7,508,082	1910	
34	9,176	375	38,072	789	7,734	1,164	45,806	25,991	7,638,790	1911	
35	8,876	349	37,196	775	7,840	1,124	45,036	26,528	7,714,183	1912	
39	8,611	320	34,060	742	7,702	1,062	41,762	27,070	7,886,518	1913	
45	9,864	259	26,700	717	7,453	976	34,173	26,943	7,928,688	1914	
39	8,529	233	24,620	602	6,882	835	31,502	26,701	8,389,429	1915	
33	6,707	238	27,998	445	5,386	683	33,384	26,444	8,469,649	1916	
30	5,623	223	26,707	421	5,348	644	32,055	26,397	8,871,037	1917	
27	4,493	220	31,605	474	6,733	704	38,338	26,711	9,924,518	1918	
26	4,350	217	30,112	406	6,036	623	36,148	27,513	12,907,300	1919	
26	3,901	196	31,850	385	5,873	581	37,723	28,183	16,324,024	1920	
25	4,292	206	31,663	352	5,647	558	37,310	28,012	18,282,136	1921	

No. 17.—EMPLOYMENT OF THE TONNAGE OF THE UNITED STATES, JUNE 30, 1921.

Class.	Sailing.		Steam.		Gas.		Canal.		Barge.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Registered:												
Foreign trade.....	520	415,173	2,504	10,304,334	1,555	159,360	1,372	198,531	5,951	11,077,398	25	4,292
Whale fisheries.....	10	1,647	12	1,628	3	1,017						
Total.....	530	416,820	2,516	10,305,962	1,558	160,377			1,372	198,531	5,976	11,081,690
Enrolled:												
Coasting trade.....	1,513	854,521	5,199	5,035,877	2,005	108,307	442	51,559	3,154	989,359	12,313	7,040,623
Cod and mackerel fisheries.....	22	3,848	47	14,859	137	12,956					206	31,663
Total.....	1,535	858,369	5,246	5,050,736	2,142	122,263	442	51,559	3,154	989,359	12,519	7,072,286
Licensed:												
Coasting trade.....	1,584	18,886	549	13,888	6,732	86,460			300	3,279	9,165	122,513
Cod and mackerel fisheries.....	24	218	10	314	318	5,115					352	5,647
Total.....	1,608	19,104	559	14,202	7,050	91,575			300	3,279	9,517	128,160
Grand total.....	3,673	1,294,293	8,321	15,370,900	10,750	374,215	442	51,559	4,826	1,191,169	28,012	18,282,136
SUMMARY.												
Foreign trade.....	520	415,173	2,504	10,304,334	1,555	159,360			1,372	198,531	5,951	11,077,398
Coasting trade.....	3,097	873,407	5,743	5,049,765	8,737	195,767	442	51,559	3,454	992,638	21,478	7,163,136
Total.....	3,617	1,288,580	8,252	15,354,099	10,292	355,127	442	51,559	4,826	1,191,169	27,429	18,240,534
Whale fisheries.....	10	1,647	12	1,628	3	1,017					25	4,292
Cod and mackerel fisheries.....	46	4,066	57	15,173	455	18,071					558	37,310
Total.....	56	5,713	69	16,801	458	19,088					583	41,602
Grand total.....	3,673	1,294,293	8,321	15,370,900	10,750	374,215	442	51,559	4,826	1,191,169	28,012	18,282,136

No. 18.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1921, BY CUSTOMS DISTRICTS.

[This table does not include yachts nor boats and lighters, decked and not masted, employed within the harbor of any town or city, nor canal boats and barges without sails or internal motive power of their own employed wholly upon canals or the internal waters of a State, nor barges or boats plying on rivers or lakes of the United States and not engaged in trade with contiguous foreign territory and not carrying passengers, nor boats under 5 tons net.]

Customs district and port in which built.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS.												
Maine and New Hampshire:												
Eastport, Me.					2	40					2	40
Machias, Me.	1	1,151			1	33					2	1,184
Belfast, Me.	2	2,614			2	28			1	189	5	2,831
Rockland, Me.	5	7,943	1	107	6	149					12	8,199
Boothbay, Me.	3	4,677			4	115					7	4,792
Bath, Me.	2	2,674	4	26,416					3	1,973	9	31,063
Portland, Me.	4	7,870	1	11	3	60					8	7,941
Portsmouth, N. H.	5	11,410	3	16,581							8	27,991
Massachusetts:												
Gloucester, Mass.	5	1,284			5	536					10	1,820
Boston, Mass.			5	33,441	4	6,921					9	40,362
Plymouth, Mass.									5	1,421	5	1,421
New Bedford, Mass.					2	31					2	31
Fall River, Mass.			2	775	1	7					3	782
Rhode Island:												
Providence, R. I.					2	26					2	26
Newport, R. I.					1	6					1	6
Connecticut:												
New London, Conn.	1	2,625	2	12,432	4	31					7	15,088
Hartford, Conn.					1	13					1	13
New Haven, Conn.									1	480	1	480
Bridgeport, Conn.	3	6,648			3	27					6	6,675
New York:												
New York, N. Y.	3	6,010	51	121,163	48	951	2	322	86	38,380	190	166,826
Albany, N. Y.							8	1,021	13	3,520	21	4,541
Patchogue, N. Y.					2	19					2	19
Greenport, N. Y.					2	112					2	112
Newark, N. J.			25	85,149	8	2,030			21	5,365	54	92,544
Perth Amboy, N. J.			1	113	6	57					7	170
Philadelphia:												
Tuckerton, N. J.					1	9					1	9
Philadelphia, Pa.			86	577,090	22	8,454			5	1,665	113	587,209
Wilmington, Del.			11	49,875	3	145			4	1,249	18	51,269
Baltimore:												
Baltimore, Md.	3	3,710	21	137,911	16	282			16	4,785	56	146,688
Annapolis, Md.			3	492							3	492
Crisfield, Md.	2	573			9	394					11	967
Washington, D. C.	1	11									1	11
Virginia:												
Alexandria, Va.	1	37	3	12,149							4	12,186
Reedville, Va.					4	155					4	155
Newport News, Va.			3	36,512	8	139			2	522	13	37,173
Norfolk, Va.					11	179			1	369	12	548
Cape Charles, Va.					1	9					1	9
North Carolina:												
Elizabeth City, N. C.					1	58					1	58
Manteo, N. C.					1	14					1	14
New Bern, N. C.			3	882							3	882
Wilmington, N. C.			5	26,013							5	26,013
South Carolina:												
Georgetown, S. C.					2	20					2	20
Charleston, S. C.					2	33					2	33
Beaufort, S. C.	1	13			7	158					8	171
Georgia:												
Savannah, Ga.	1	17	5	21,068	2	59					8	21,144
Brunswick, Ga.									1	1,037	1	1,037
Florida:												
Jacksonville, Fla.	1	2,196	7	16,889	6	793			26	4,991	40	24,869
St. Augustine, Fla.					3	71					3	71
Miami, Fla.					4	58			1	53	5	111
Key West, Fla.	1	7			5	140					6	147
Tampa, Fla.	2	674	5	29,944	4	200			1	2,204	12	33,022
Apalachicola, Fla.					1	10					1	10
Pensacola, Fla.			4	16,726	1	10			2	326	7	17,062
Mobile:												
Mobile, Ala.	2	4,380	12	60,610	1	8					15	64,998
Gulfport, Miss.	2	2,489			2	48			6	1,136	10	3,673

No. 18.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1921, BY CUSTOMS DISTRICTS—Continued.

Customs district and port in which built.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
ATLANTIC AND GULF COASTS—continued.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
New Orleans:												
New Orleans, La. ¹			9	51,198	1	133			3	617	13	51,948
Morgan City, La.	3	6,789			6	110			12	9,560	21	16,459
Sabine: Port Arthur, Tex.	1	2,418	2	6,894	1	10			14	6,503	18	15,825
Galveston:												
Galveston, Tex.			1	98	2	43			1	112	4	253
Houston, Tex.					2	44			1	2,405	3	2,449
Freeport, Tex.					1	15					1	15
San Antonio: Port Aransas, Tex.					1	1,433					1	1,433
Porto Rico: San Juan, P. R.	7	401			7	116					14	517
Virgin Islands: St. Thomas, V. I.					1	23					1	23
Total	62	78,621	275	1,340,539	246	24,565	10	1,343	226	88,862	819	1,533,930
PACIFIC COAST.												
San Diego: San Diego, Calif.			2	12,972	3	63					5	13,035
Los Angeles: Los Angeles, Calif.			14	77,893	11	637					25	78,530
San Francisco: San Francisco, Calif.	1	12	62	361,701	15	2,423			1	1,269	79	365,405
Oregon:												
Marshfield, Oreg.	2	3,221	1	1,240							3	4,461
Astoria, Oreg.	1	2,269	1	30	4	87					6	2,386
Portland, Oreg.	1	2,266	16	103,885	6	134			1	936	24	107,221
Washington: Seattle, Wash.	3	5,354	10	28,192	85	7,524			13	1,075	111	42,145
Alaska: Juneau, Alaska.					24	314			3	70	27	384
Hawaii: Honolulu, Hawaii					1	58					1	58
Total	8	13,122	106	585,913	149	11,240			18	3,350	281	613,625
NORTHERN LAKES.												
St. Lawrence:												
Ogdensburg, N. Y.					1	12					1	12
Cape Vincent, N. Y.					1	10					1	10
Rochester:												
Oswego, N. Y.									2	525	2	525
Rochester, N. Y.			3	167	3	26					6	193
Buffalo: Buffalo, N. Y.			5	335	4	44	13	1,935	4	1,155	26	3,469
Ohio:												
Erie, Pa.			6	1,142							6	1,142
Cleveland, Ohio.			8	23,575					2	913	10	24,488
Sandusky, Ohio.					4	139					4	139
Toledo, Ohio.			3	7,677							3	7,677
Michigan:												
Detroit, Mich.			9	32,861					2	612	11	33,473
Port Huron, Mich.			4	10,708							4	10,708
Marquette, Mich.					5	43					5	43
Grand Haven, Mich.			4	527	10	109					14	636
Chicago: Chicago, Ill.					3	37					3	37
Wisconsin: Milwaukee, Wis. ²			6	9,387	10	172			10	1,949	26	11,506
Duluth and Superior:												
Duluth, Minn.			5	9,551	3	3,120					8	12,671
Total			53	95,930	44	3,712	13	1,935	20	5,154	130	106,731
WESTERN RIVERS.												
New Orleans:												
New Orleans, La. ³					19	297					19	297
Vicksburg, Miss.			1	199	1	18					2	217
Tennessee:												
Memphis, Tenn.					3	27					3	27
Nashville, Tenn.					4	53			5	450	9	503
Chattanooga, Tenn.			1	32							1	32

¹ Seagoing vessels; for river vessels see below.

² Lake vessels; for river vessels see below.

³ Vessels in river trade only; for seagoing vessels see above.

NO. 18.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1921, BY CUSTOMS DISTRICTS—Continued.

Customs district and port in which built.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
WESTERN RIVERS—CON.												
Kentucky:												
Paducah, Ky.			2	443	1	32					3	475
Louisville, Ky.			2	413	2	23					4	436
St. Louis:												
St. Louis, Mo.			4	3,231	16	248			31	295	51	3,774
Kansas City, Mo.					1	35					1	35
Dakota: Pembina, N. Dak.					3	76					3	76
Montana and Idaho: Great Falls, Mont.					1	20					1	20
Iowa: Dubuque, Iowa.					2	33					2	33
Wisconsin: Milwaukee, Wis.					1	27					1	27
Chicago: Peoria, Ill.					1	36					1	36
Indiana: Evansville, Ind.			1	93	3	39					4	132
Ohio: Cincinnati, Ohio.			1	235	5	108			1	393	7	736
Pittsburgh: Pittsburgh, Pa.			5	3,392	11	212			3	369	19	3,973
Total.....			17	8,038	74	1,284			40	1,507	131	10,829
SUMMARY.												
Atlantic and Gulf coasts...	62	78,621	275	1,340,539	246	24,565	10	1,343	226	88,862	819	1,533,930
Pacific coast.....	8	13,122	106	535,913	149	11,240			18	3,350	281	613,625
Northern lakes.....			53	95,930	44	3,712	13	1,935	20	5,154	130	106,731
Western rivers.....			17	8,038	74	1,284			40	1,507	131	10,829
Grand total.....	70	91,743	451	2,030,420	513	40,801	23	3,278	304	98,873	1,361	2,265,115

¹ Vessels in river trade only; for lake vessels see p. 166.

NO. 19.—CLASS, NUMBER, AND GROSS TONNAGE OF SAILING VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1921.

Geographical distribution.	Barkentines.		Schooners.		Sloops.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Atlantic and Gulf coasts.....	2	4,880	51	73,614	9	127	62	78,621
Pacific coast.....	1	2,269	6	10,841	1	12	8	13,122
Total.....	3	7,149	57	84,455	10	139	70	91,743

NO. 20.—CLASS, NUMBER, AND GROSS TONNAGE OF STEAM AND GAS VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1921.

Geographical distribution.	River.									
	Side-wheel.				Stern-wheel.				Screw.	
	Steam.		Gas.		Steam.		Gas.		Steam.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Atlantic and Gulf coasts.....			1	10			4	103	58	13,930
Pacific coast.....	2	789	2	24	2	110	1	10	6	1,898
Northern lakes.....									24	2,655
Western rivers.....			6	87	10	1,669	41	873	5	3,295
Total.....	2	789	9	121	12	1,779	46	986	93	21,778

No. 20.—CLASS, NUMBER, AND GROSS TONNAGE OF STEAM AND GAS VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1921—Continued.

Geographical distribution.	Ocean: Screw— Steam.		Ocean: Screw— Gas.		Total.			
					Steam.		Gas.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Atlantic and Gulf coasts	217	1,326,609	3	16,492	275	1,340,539	246	24,565
Pacific coast	96	583,116	3	7,563	106	585,913	149	11,240
Northern lakes	29	93,275	3	3,120	53	95,930	44	3,712
Western rivers	2	3,074	.....	.....	17	8,038	74	1,284
Total	344	2,006,074	9	27,205	451	2,030,420	513	40,801

No. 21.—CLASS, NUMBER, AND GROSS TONNAGE OF STEEL VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1921.

Port.	Sail.		Steam.		Gas.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Bath, Me.	4	26,416	.....	.....	3	1,973	7	28,389
Portsmouth, N. H.	3	16,581	.....	.....	.....	.....	3	16,581
Boston, Mass.	4	33,384	1	6,891	.....	.....	5	40,275
New London, Conn.	2	12,432	.....	.....	.....	.....	2	12,432
New York, N. Y.	1	1,189	35	119,156	1	189	125	14,488	62	135,022
Newark, N. J.	24	85,080	5	2,000	21	5,365	50	92,445
Philadelphia, Pa.	84	576,714	1	8,168	1	662	86	585,544
Wilmington, Del.	11	49,875	.....	.....	.....	.....	11	49,875
Baltimore, Md.	20	137,452	1	9	1	962	22	138,423
Alexandria, Va.	2	12,128	.....	.....	.....	.....	2	12,128
Newport News, Va.	3	36,512	.....	.....	2	522	5	37,084
New Bern, N. C.	3	882	.....	.....	.....	.....	3	882
Wilmington, N. C.	4	26,004	.....	.....	.....	.....	4	26,004
Savannah, Ga.	5	21,068	.....	.....	.....	.....	5	21,068
Brunswick, Ga.	1	1,037	1	1,037
Jacksonville, Fla.	13	16,141	.....	.....	.....	.....	3	16,141
Tampa, Fla.	5	29,944	1	125	.....	.....	6	30,069
Pensacola, Fla.	4	16,726	.....	.....	.....	.....	4	16,726
Mobile, Ala.	12	60,610	.....	.....	.....	.....	12	60,610
New Orleans, La.	9	51,198	.....	.....	.....	.....	10	51,331
Port Aransas, Tex.	1	1,433	.....	.....	1	1,433
Memphis, Tenn.	1	12	.....	.....	1	12
Nashville, Tenn.	5	450	5	450
Louisville, Ky.	2	413	.....	.....	.....	.....	2	413
St. Louis, Mo.	2	3,074	.....	.....	2	16	4	3,090
Dubuque, Iowa.	2	33	.....	.....	2	33
Pittsburgh, Pa.	5	3,392	.....	.....	3	369	8	3,761
Oswego, N. Y.	1	346	1	346
Buffalo, N. Y.	2	198	.....	.....	3	918	5	1,116
Erie, Pa.	5	1,133	.....	.....	.....	.....	5	1,133
Cleveland, Ohio.	7	23,563	.....	.....	2	913	9	24,476
Toledo, Ohio.	3	7,677	.....	.....	.....	.....	3	7,677
Detroit, Mich.	9	32,861	.....	.....	2	612	11	33,473
Port Huron, Mich.	4	10,708	.....	.....	.....	.....	4	10,708
Milwaukee, Wis.	4	9,250	.....	.....	1	572	5	9,822
Duluth, Minn.	5	9,551	3	3,120	.....	.....	8	12,671
San Diego, Calif.	2	12,972	.....	.....	.....	.....	2	12,972
Los Angeles, Calif.	13	77,512	1	328	.....	.....	14	77,840
San Francisco, Calif.	56	358,042	2	1,930	.....	.....	58	359,972
Portland, Oreg.	13	100,306	.....	.....	.....	.....	13	100,306
Seattle, Wash.	6	22,039	1	3,620	.....	.....	7	25,659
Total	1	1,189	375	2,000,994	22	27,991	73	29,205	471	2,059,379

¹ Includes 5 concrete vessels of 1,179 gross tons.

² Includes 2 concrete vessels of 12,283 gross tons.

³ Includes 1 concrete vessel of 1,433 gross tons.

⁴ Includes 3 concrete vessels of 918 gross tons.

⁵ Includes 2 concrete vessels of 612 gross tons.

⁶ Includes 2 concrete vessels of 12,972 gross tons.

⁷ Includes 2 concrete vessels of 12,293 gross tons.

No. 22.—CLASS, NUMBER, AND GROSS TONNAGE OF METAL VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1838-1921.

[These vessels are included in statement No. 23.]

Year ended June 30—	Sailing vessels.		Steam vessels.		Gas vessels.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1838.			1	198					1	198
1839.			1	196					1	196
1840.			1	199					1	199
1841.			1	303					1	303
1842.			2	274					2	274
1843.			3	396					3	396
1844.			1	65					1	65
1845.			4	808			5	575	9	1,383
1846.			5	1,592			1	290	6	1,822
1847.			2	910					2	910
1848.										
1849.										
1850.			2	586					2	586
1851.			1	176					1	176
1852.										
1853.			4	1,548			3	523	7	2,071
1854.			8	2,569					8	2,569
1855.	1	216	5	1,393			1	282	7	1,891
1856.			2	473					2	473
1857.			12	3,062					12	3,062
1858.	1	34	10	3,132			2	200	13	3,366
1859.	1	252	7	2,208			1	162	9	2,622
1860.			18	9,637					18	9,637
1861.			11	4,079					11	4,079
1862.			15	8,761					15	8,761
1863.			14	6,197					14	6,197
1864.			5	2,282					5	2,282
1865.			9	4,007					9	4,007
1866.			17	8,343					17	8,343
1867.	1	2	14	7,172			1	286	15	7,174
1868.			14	5,060			1	286	15	5,946
1869.	1	358	16	6,425					17	6,783
1870.	1	679	15	6,547					16	7,226
1871.	1	36	23	14,139			1	27	25	14,202
1872.			26	15,751					26	16,751
1873.			25	22,219			1	437	26	22,656
1874.	1	1,470	24	31,044			1	527	26	33,041
1875.			20	21,629					20	21,629
1876.			25	20,984					25	20,984
1877.			7	5,985					7	5,985
1878.			31	25,837					31	25,837
1879.			28	22,749					28	22,749
1880.	2	408	30	25,525					32	25,933
1881.	1	36	40	25,999					41	26,035
1882.	1	143	50	46,480					51	46,623
1883.	1	2,032	40	49,110					41	51,142
1884.	3	4,431	36	32,939					39	37,370
1885.	2	756	48	43,415					50	44,171
1886.	2	118	24	14,505					26	14,623
1887.	1	92	34	36,226					35	36,318
1888.	3	317	43	37,921			1	428	47	38,666
1889.	2	95	52	62,261					54	62,356
1890.	2	184	61	79,342			5	5,133	68	84,659
1891.	4	211	81	102,630			6	6,305	91	109,146
1892.	5	415	52	45,896			4	4,958	61	51,269
1893.	8	2,012	61	82,933			9	11,717	78	96,662
1894.	2	4,647	38	46,889					40	51,536
1895.	3	5,267	37	43,335			5	704	45	49,306
1896.	6	15,800	47	82,311			7	3,487	60	101,598
1897.	10	31,424	48	83,140			13	11,521	71	126,085
1898.	2	6,724	52	48,560			10	7,041	64	62,325
1899.	5	16,152	83	112,781			4	2,823	92	131,756
1900.	11	29,168	81	167,957					92	197,125
1901.	12	21,746	101	236,149	1	10	7	4,825	121	262,730
1902.	3	8,406	102	270,932			2	1,024	107	280,362
1903.	4	12,184	100	240,107			4	5,928	108	258,219
1904.	4	15,290	88	222,307			6	3,483	98	241,080
1905.	5	3,225	67	170,204	1	200	16	9,111	89	182,640
1906.	4	3,077	99	288,647	1	347	11	5,199	115	297,370
1907.	4	5,655	104	333,217	4	299	17	9,384	129	348,555
1908.			129	441,768	3	857	17	7,392	149	450,017
1909.	9	7,985	63	122,899	4	273	13	5,796	89	136,923
1910.	6	3,699	89	234,875	5	113	19	11,937	119	250,624
1911.	1	1,290	100	195,355	12	609	13	4,719	126	201,973
1912.	5	6,097	74	118,722	7	459	18	10,603	104	135,881
1913.	6	13,000	93	204,772	11	903	22	12,987	132	231,662
1914.			97	195,676	4	35	21	9,820	122	205,431

No. 22.—CLASS, NUMBER, AND GROSS TONNAGE OF METAL VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1838-1921—Continued.

Year ended June 30—	Sailing vessels.		Steam vessels.		Gas vessels.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1915.....			52	127,015	11	2,009	8	1,858	71	130,882
1916.....			69	232,524	9	2,473	17	3,775	96	238,772
1917.....	4	4,884	114	431,304	21	25,388	14	5,939	158	467,515
1918.....	3	4,735	229	962,547	8	4,746	15	8,173	255	980,201
1919.....	3	2,285	616	2,540,075	12	1,633	154	15,686	685	2,550,679
1920.....	2	4,183	* 741	3,279,852	25	9,219	* 39	15,795	807	3,309,049
1921.....	1	1,189	† 375	2,000,904	* 22	27,991	* 73	29,205	471	2,059,379

¹ Includes 1 canal boat of 294 gross tons and 4 barges of 1,261 gross tons built of reinforced concrete.

² Includes 6 steam vessels of 23,119 gross tons built of reinforced concrete.

³ Includes 7 barges of 2,112 gross tons built of reinforced concrete.

⁴ Includes 6 vessels of 37,553 gross tons built of reinforced concrete.

⁵ Includes 1 vessel of 1,433 gross tons built of reinforced concrete.

⁶ Includes 10 vessels of 2,709 gross tons built of reinforced concrete.

No. 23.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1797-1921.

Year ended—	Sailing vessels.					Steam vessels.				Canal boats.		Barges.		Grand total.		Year.
	Ships, barks, bks.	Brigs.	Schoon-ers.	Sloops. ¹	Num-ber.	Gross tons. ¹	Side-wheel.	Stern-wheel.	Pro-peller.	Num-ber.	Gross tons.	Num-ber.	Gross tons.	Num-ber.	Gross tons.	
Dec. 31, 1797.	34	53	401	147	635	56,679								635	56,679	1797
1798.	87	131	382	167	767	49,435								767	49,435	1798
1799.	128	176	487	204	995	106,261								995	106,261	1799
1800.																1800
1801.																1801
1802. ¹																1802
1803.																1803
1804.																1804
1805.																1805
1806.																1806
1807.																1807
1808.																1808
1809.																1809
1810.																1810
1811.																1811
1812.																1812
1813.																1813
1814.																1814
1815.																1815
1816.																1816
1817.																1817
1818.																1818
1819.																1819
1820.																1820
1821.																1821
1822.																1822
1823.																1823
1824.																1824
1825.																1825
1826.																1826
1827.																1827
1828.																1828
1829.																1829
1830.																1830
1831.																1831
1832.																1832
1833.																1833
1834.																1834

* No record.

¹ Including canal boats and barges prior to 1908.

No. 23.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1797-1921—Continued.

Year ended—	Ships, barks, bkns.				Sailing vessels.				Steam vessels. ¹				Canal boats.		Barges.		Grand total.		Year.
	Brigs.	Schoon-ers.	Sloops.	Num-ber.	Gross tons.	Side-wheel.	Stern-wheel.	Pro-peller.	Num-ber.	Gross tons.	Num-ber.	Gross tons.	Num-ber.	Gross tons.	Num-ber.	Gross tons.	Num-ber.	Gross tons.	
Sept. 30, 1835.	43	55	391	164	64,338				72	10,769							725	75,107	1835
1836.	93	65	444	164	93,016				145	23,214							911	116,230	1836
1837.	67	72	507	168	92,458				158	33,455							972	115,905	1837
1838.	66	79	510	153	90,808				105	24,158							913	125,913	1838
1839.	83	89	439	124	735	100,363			84	24,897							899	125,260	1839
1840.	97	109	378	224	808	106,518			87	14,685							895	121,203	1840
1841.	114	102	319	150	685	100,117			108	23,548							793	123,660	1841
1842.	116	91	274	140	887	105,256			140	24,550							1,027	126,808	1842
1843.	58	34	138	174	404	50,507			79	13,830							1,483	63,888	1843
June 30, 1844.	73	47	204	279	603	71,507			163	32,030							766	103,537	1844
1845.	124	87	322	175	112,362				163	33,680							1,038	146,042	1845
1846.	100	164	576	335	1,195	141,844			225	46,359							1,420	188,203	1846
1847.	151	168	689	392	1,400	193,403			197	50,230							1,597	243,633	1847
1848.	254	174	701	547	1,676	265,549			175	52,526							1,851	318,075	1848
1849.	198	148	623	370	1,359	213,970			215	43,018							1,554	256,988	1849
1850.	247	117	554	307	1,225	227,997			197	51,258							1,422	279,255	1850
1851.	211	65	522	325	1,123	221,146			245	78,326							1,368	299,472	1851
1852.	255	79	585	265	1,184	269,822			268	85,534							1,452	355,356	1852
1853.	270	95	681	391	1,437	332,339			280	95,155							1,717	427,494	1853
1854.	334	112	864	386	1,493	447,216			284	88,830							1,777	536,046	1854
1855.	381	126	605	609	1,781	510,690			246	72,760							2,027	583,450	1855
1856.	306	108	594	479	1,452	404,054			263	65,289							1,714	469,263	1856
1857.	251	171	504	358	1,171	394,345			226	65,374							1,434	378,712	1857
1858.	122	46	431	400	999	179,338			226	65,374							1,225	244,712	1858
1859.	89	28	287	284	698	121,297			272	35,305							1,562	156,602	1859
1860.	110	36	372	289	807	145,427			264	69,370							1,071	214,797	1860
1861.	110	38	360	371	879	172,208			264	60,986							1,143	233,194	1861
1862.	60	17	207	681	119,626				183	55,949							1,864	175,075	1862
1863.	97	34	212	1,113	1,456	216,812			367	94,233							1,823	311,045	1863
1864.	112	45	322	1,389	1,868	268,240			498	147,500							2,366	415,740	1864
1865.	109	46	369	853	1,377	238,109			411	145,696							1,788	383,805	1865
1866.	96	61	457	926	1,540	210,953			348	125,183							1,888	336,146	1866
1867.	95	70	517	657	1,339	231,518			180	72,010							1,519	305,528	1867
1868.	96	48	590	192	910	142,742			236	65,940							1,802	285,304	1868
1869.	91	36	502	245	874	149,029			352	65,066							1,736	275,230	1869
1870.	73	27	519	197	816	146,340			290	70,621							1,618	276,953	1870
1871.	14	498	204	736	97,176				302	87,842							1,755	273,226	1871
1872.	15	10	426	194	645	76,291			168	24,534							1,643	203,052	1872
1873.	28	9	611	156	894	144,629			230	78,288							2,271	359,245	1873
1874.	71	22	655	213	216,316				404	101,980							2,147	455,725	1874

1875	114	22	502	160	798	206,884	43	95	185	323	62,460	65	6,511	118	21,779	1,301	297,638	1875
1876	76	5	424	193	698	118,672	53	98	187	338	69,252	28	3,110	48	12,551	1,112	293,585	1876
1877	71	4	337	169	581	106,331	45	107	113	354	47,514	29	3,022	154	19,724	1,029	176,591	1877
1878	81	7	279	165	532	106,066	58	112	164	354	81,860	19	1,908	373	45,669	1,258	235,503	1878
1879	37	10	256	165	468	66,957	57	121	157	335	76,853	36	4,069	293	35,733	1,132	193,080	1879
1880	23	2	286	149	460	59,057	71	95	152	348	78,853	17	1,887	77	17,612	902	157,409	1880
1881	29	3	318	143	463	111,709	55	105	244	444	118,070	114	70,969	114	70,969	1,108	290,458	1881
1882	31	2	473	160	696	118,798	61	126	315	502	121,843	68	7,882	135	33,746	1,371	292,299	1882
1883	33	2	567	119	721	137,046	46	90	303	439	107,229	42	4,711	116	46,443	1,268	265,429	1883
1884	24	2	583	147	706	120,621	32	103	275	410	91,328	33	3,456	41	10,109	1,190	225,514	1884
1885	11	1	379	143	533	65,362	39	86	213	338	84,332	21	2,293	28	7,079	920	159,066	1885
1886	8	1	276	120	405	41,237	18	80	142	240	44,646	23	2,979	47	7,770	715	165,453	1886
1887	7	1	258	181	447	34,633	24	69	299	100,074	36	4,180	62	11,563	614	184	150,450	1887
1888	4	0	275	144	423	48,590	33	84	313	480	102,006	40	4,263	121	23,227	1,014	215,095	1888
1889	1	0	296	192	489	50,570	28	87	333	440	159,318	88	9,452	66	11,794	1,077	234,122	1889
1890	10	0	347	148	505	102,873	26	99	285	410	159,045	40	4,346	90	27,858	1,051	291,324	1890
1891	13	1	447	272	733	144,290	28	111	349	488	185,087	57	7,059	106	32,916	1,364	399,302	1891
1892	8	0	423	415	846	88,217	26	105	307	438	92,531	37	4,580	74	19,305	1,395	190,633	1892
1893	8	1	363	181	483	49,348	19	93	268	360	134,308	28	3,791	55	24,132	956	211,639	1893
1894	3	0	283	221	477	37,827	26	61	206	283	83,720	14	1,592	54	8,126	538	131,195	1894
1895	1	0	188	208	397	34,900	17	70	161	248	69,754	11	1,225	38	5,723	694	111,602	1895
1896	2	0	215	152	369	65,236	25	84	177	286	138,028	13	1,495	55	22,337	723	227,095	1896
1897	1	0	160	177	338	64,308	20	88	180	288	105,838	70	10,216	195	51,555	891	232,232	1897
1898	1	0	159	199	359	34,416	15	170	209	394	105,838	20	2,396	179	37,818	952	180,458	1898
1899	3	0	223	194	420	98,073	14	182	243	439	151,058	13	1,411	401	49,496	1,273	393,780	1899
1900	3	0	281	219	504	116,416	19	117	286	422	202,528	38	4,492	483	70,310	1,447	300,038	1900
1901	6	0	259	261	526	126,165	21	131	354	506	273,591	79	9,078	469	74,655	1,580	483,489	1901
1902	9	0	316	256	581	97,698	27	137	415	579	308,178	44	4,539	287	58,416	1,491	468,831	1902
1903	3	0	298	169	470	89,979	18	131	392	551	271,781	19	2,215	271	72,177	1,311	436,152	1903
1904	0	0	203	127	830	64,908	13	161	439	613	255,744	25	2,753	216	55,137	1,184	378,542	1904
1905	0	0	195	115	310	79,418	10	164	386	560	197,702	30	3,248	202	49,948	1,102	330,316	1905
1906	0	0	154	75	229	35,219	16	147	487	650	315,707	83	8,852	259	58,997	1,221	418,745	1906
1907	0	0	81	66	147	24,907	12	149	510	674	365,405	62	6,577	374	74,443	1,157	471,332	1907
1908	0	0	70	58	134	31,961	15	193	718	923	481,624	46	4,970	354	95,641	1,457	614,216	1908
1909	0	0	81	60	141	28,950	12	167	642	821	148,208	50	2,292	268	58,640	1,247	286,080	1909
1910	0	0	82	40	127	19,338	6	134	796	936	257,993	51	2,720	248	58,997	1,361	342,068	1910
1911	0	0	82	37	82	10,092	6	138	825	969	227,231	51	5,862	320	47,977	1,422	291,162	1911
1912	0	0	45	35	95	21,221	8	150	831	153,493	33	2,978	332	54,977	1,505	322,669	1912	
1913	0	0	36	19	72	28,610	19	141	707	153,408	39	3,641	360	69,496	1,476	346,155	1913	
1914	0	0	53	15	51	13,749	21	70	867	224,225	25	2,558	390	75,718	1,51	316,250	1914	
1915	0	0	30	24	51	8,021	12	109	630	781	154,900	40	4,457	315	57,654	1,157	225,122	1915
1916	0	0	34	10	34	14,765	5	83	539	634	250,125	21	2,551	258	57,972	1,387	329,413	1916
1917	0	0	58	5	64	48,185	4	111	685	801	513,243	36	3,423	406	104,028	1,527	664,479	1917
1918	0	0	108	7	115	83,629	4	70	832	929	1,000,966	22	4,101	452	122,142	1,628	1,300,868	1918
1919	0	0	84	2	84	79,223	3	66	1,455	1,167,081	30	2,731	330	87,565	1,963	3,326,621	1919	
1920	0	0	94	2	115	132,184	2	68	1,588	1,678,060	15	2,269	272	88,173	2,067	3,860,639	1920	
1921	0	0	57	10	70	91,743	11	58	1,885	1,964	2,071,221	23	3,278	304	95,873	2,363	4,263,115	1921

1 Includes gasoline vessels since 1897.

For a separate report of metal vessels built, see statement No. 22.

No. 24.—NUMBER AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1857-1921, BY GEOGRAPHIC DIVISIONS.

Year ended June 30—	New England coast.		Middle Atlantic and Gulf coasts.		Pacific coast.		Total seaboard.		Northern lakes.		Western rivers.		Total United States.		Year.
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
1857	412	183,685	100,583	1,185	12	285,453	51,498	31,642	1,434	378,805	1857				
1858	321	103,982	71,126	2,124	18	177,412	31,642	35,659	1,225	244,713	1858				
1859	247	79,322	51,916	2,056	24	133,204	17,128	17,128	1,870	156,602	1859				
1860	348	134,280	33,524	2,023	30	169,836	11,992	23,970	1,071	214,798	1860				
1861	364	181,677	70,376	4,716	49	179,767	11,992	23,970	1,143	223,194	1861				
1862	126	45,595	64,368	2,534	28	112,487	53,804	8,785	884	175,076	1862				
1863	173	79,576	135,420	2,671	32	215,687	67,972	27,407	1,823	311,046	1863				
1864	252	112,611	132,420	4,863	53	310,421	49,151	56,169	2,366	415,741	1864				
1865	328	135,252	152,238	3,816	41	232,938	38,041	66,576	1,788	394,523	1865				
1866	407	121,333	104,931	6,124	44	232,938	38,041	66,576	1,858	394,523	1866				
1867	451	135,189	91,207	4,324	44	230,810	38,041	66,576	1,519	305,965	1867				
1868	358	168,915	70,046	6,851	65	175,812	36,788	54,576	1,802	305,965	1868				
1869	328	103,604	72,059	15,531	127	181,194	49,460	54,576	1,726	276,200	1869				
1870	351	110,584	610	12,120	111	181,194	49,460	54,576	1,726	276,200	1870				
1871	320	64,360	911	5,324	44	158,249	37,237	73,081	1,618	276,933	1871				
1872	243	46,260	925	2,475	26	128,097	274	73,081	1,643	276,933	1872				
1873	302	76,408	1,263	5,475	52	218,139	92,448	62,646	2,411	326,632	1873				
1874	377	136,251	1,064	10,838	66	277,054	91,897	62,646	2,411	326,632	1874				
1875	353	151,407	540	15,498	102	277,054	91,897	62,646	2,411	326,632	1875				
1876	298	105,268	450	15,498	88	124,938	16,124	27,636	1,112	276,588	1876				
1877	227	60,992	303	12,718	102	124,938	16,124	27,636	1,112	276,588	1877				
1878	231	60,992	303	12,718	65	113,635	16,124	27,636	1,032	276,588	1878				
1879	183	45,874	429	11,297	65	113,635	16,124	27,636	1,032	276,588	1879				
1880	184	46,374	405	11,297	41	135,838	16,124	27,636	1,032	276,588	1880				
1881	187	54,888	466	11,297	53	135,838	16,124	27,636	1,032	276,588	1881				
1882	304	68,945	536	11,417	75	171,711	22,809	32,701	1,092	290,459	1882				
1883	342	110,226	539	15,777	75	171,711	22,809	32,701	1,092	290,459	1883				
1884	250	84,046	627	16,738	91	188,084	254	33,817	1,371	292,270	1884				
1885	173	46,193	85	10,620	93	178,419	28,638	32,443	1,268	265,430	1885				
1886	111	38,193	58	11,058	76	121,419	30,431	16,664	1,190	225,614	1886				
1887	101	24,085	473	9,014	58	121,419	30,431	16,664	1,190	225,614	1887				
1888	150	24,085	439	9,146	73	61,018	26,826	40,816	715	95,453	1888				
1889	101	33,813	454	9,146	73	61,018	26,826	40,816	715	95,453	1889				
1890	174	39,983	465	21,080	104	105,125	56,488	79,101	844	150,487	1890				
1891	208	78,577	465	12,381	112	107,080	56,488	79,101	844	150,487	1891				
1892	327	105,491	617	12,381	122	107,080	56,488	79,101	844	150,487	1892				
1893	366	60,624	622	12,381	139	111,856	56,488	79,101	844	150,487	1893				
1894	152	37,091	447	12,721	91	45,909	96,271	9,598	1,395	199,639	1894				
1895	192	28,665	400	13,121	91	45,909	96,271	9,598	1,395	199,639	1895				
1896	145	26,783	308	4,863	58	80,069	106	41,985	838	131,195	1896				
1897	163	36,562	255	7,144	93	38,583	74	8,122	893	111,022	1897				
1898	98	21,942	64	10,810	74	102,544	117	15,772	723	227,097	1898				
1899	127	23,944	357	7,495	228	116,904	120	15,772	801	232,223	1899				
1900	127	23,944	357	46,789	228	112,879	87	54,084	952	180,458	1900				

1899	144	68,761	487	85,825	306	41,534	937	198,120	122	80,366	214	23,552	1,272	900,038	1899
1900	199	72,179	605	135,473	303	41,534	1,107	249,006	125	130,611	215	24,773	1,457	383,790	1900
1901	201	82,971	622	153,977	271	54,683	1,094	291,516	173	169,063	311	22,868	1,580	383,790	1901
1902	225	75,852	743	161,211	224	53,039	1,197	230,122	133	163,873	161	9,536	1,491	438,831	1902
1903	203	66,973	644	177,887	191	43,536	1,038	288,196	123	136,844	150	11,112	1,311	438,132	1903
1904	170	51,417	532	135,283	176	21,008	878	208,288	119	159,433	187	10,821	1,184	378,942	1904
1905	192	119,377	469	91,224	162	20,115	823	230,716	101	93,123	178	6,477	1,221	330,316	1905
1906	146	32,311	507	94,311	197	20,281	850	146,853	204	265,271	167	6,581	1,221	418,745	1906
1907	106	44,438	502	140,134	207	35,191	815	219,733	177	244,291	165	7,288	1,157	471,332	1907
1908	130	70,903	524	138,984	359	57,050	1,034	236,937	216	341,165	207	6,114	1,457	523,216	1908
1909	130	27,237	460	81,752	276	22,759	896	131,743	174	100,402	193	5,940	1,247	338,000	1909
1910	111	23,442	467	127,517	279	16,870	887	167,829	281	168,731	193	5,488	1,361	332,068	1910
1911	94	23,653	503	139,725	407	27,234	1,004	190,612	219	94,157	202	6,383	1,422	391,632	1911
1912	93	23,052	462	81,329	321	32,104	1,076	136,485	224	90,898	205	7,286	1,505	392,069	1912
1913	95	27,131	516	175,523	411	44,664	1,022	247,313	219	90,907	234	8,009	1,475	346,250	1913
1914	88	14,985	469	200,220	332	36,495	889	231,700	130	56,514	132	5,499	1,151	316,240	1914
1915	89	15,551	436	152,906	321	31,699	866	203,166	147	16,467	144	4,973	1,137	325,122	1915
1916	62	37,668	363	188,550	246	49,631	671	273,749	126	44,681	157	4,973	1,937	325,122	1916
1917	54	52,526	483	298,958	426	167,474	943	518,958	147	139,386	137	5,185	1,257	964,479	1917
1918	106	68,302	603	473,608	517	518,437	1,225	1,080,437	165	275,022	135	5,409	1,528	1,500,804	1918
1919	146	177,758	715	1,274,472	698	383,503	1,329	2,815,733	317	507,172	107	3,716	1,933	2,326,021	1919
1920	131	208,023	862	1,981,514	622	1,336,535	1,615	3,475,872	287	394,467	186	10,300	2,067	2,880,689	1920
1921	100	150,745	819	1,583,960	281	613,625	1,100	2,147,555	130	106,731	131	10,829	1,361	2,265,115	1921

No. 25.—TONNAGE OF VESSELS OF THE UNITED STATES WHICH HAVE BEEN BUILT, ADMITTED TO REGISTRY BY ACTS OF CONGRESS, ETC., AND THOSE WHICH HAVE BEEN LOST, ABANDONED, SOLD TO ALIENS, ETC., 1813-1921.

Year ended—	Built.	Special acts.	General act (Dec. 23, 1852).	Renationalized (act Mar. 3, 1897).	Purchased from United States.	Captured from enemy. (1)	Other sources. (2)	Total increase.	Lost.	Abandoned.	Sold to aliens.	Sold to United States.	Captured or sunk by enemy. 1874).	Ex-empt (act Apr. 18, 1874).	Other causes. (2)	Total decrease.	Annual increase or decrease (—).	Year.
Dec. 31, 1813.....	32,583					1,390		33,973	45,273	2,955	56,954		28,556		\$ 1,739	135,477	-103,369	1813
1814.....	29,751					8,817		38,568	5,976	1,337	15,193		16,146			38,652	7,419	1814
1815.....	155,579					44,233		203,699	22,593	3,503	9,582		30,774			208,919	4,091	1815
1816.....	135,186					3,689		140,562	22,591	6,701	23,379					52,671	4,091	1816
1817.....	87,626					389		88,817	20,673	8,411	14,228					43,312	27,693	1817
1818.....	87,346					1,616		89,158	31,396	10,722	15,107					17,225	174,727	1818
1819.....	86,670					1,273		88,672	24,164	13,029	11,364					48,557	35,567	1819
1820.....	51,394					834		52,309	23,833	13,656	6,062					43,551	19,415	1820
1821.....	57,275					245		57,682	27,175	17,364	8,350					52,889	18,791	1821
1822.....	77,569					137		77,773	21,263	12,075	5,710					59,048	25,741	1822
1823.....	75,857					66		75,987	24,744	13,316	9,268	74				47,402	11,867	1823
1824.....	92,798	183				211		93,301	22,890	13,236	12,818	317				49,251	52,597	1824
1825.....	116,464					376		116,840	46,993	11,055	9,948					67,996	33,948	1825
1826.....	130,373					743		131,116	20,954	12,063	13,994	1,765				48,776	111,080	1826
1827.....	106,456					237		106,752	26,266	13,739	19,043					62,048	86,416	1827
1828.....	98,964	279				48		99,291	24,062	11,810	14,677	113				120,765	120,765	1828
1829.....	79,408					79		79,487	17,692	11,454	14,093	158				43,397	480,594	1829
1830.....	58,560					125		58,685	17,751	11,543	10,058	75				39,427	69,022	1830
1831.....	85,556	53				94		85,703	23,808	8,859	9,750					42,417	76,070	1831
1832.....	144,544					210		144,754	24,596	6,877	6,083	107				37,663	171,604	1832
1833.....	161,492	280				270		162,042	15,395	5,236	2,932					23,563	166,701	1833
1834.....	118,389							118,389	11,914	5,130	4,725					21,769	152,756	1834
Sept. 30, 1835.....	75,107							75,107	(4)	(4)	7,617					7,617	66,034	1835
1836.....	116,230					86		116,316	19,109	5,836	10,509					35,454	57,161	1836
1837.....	125,913							125,913	24,365	8,946	9,916					43,227	14,584	1837
1838.....	115,905					117		116,022	21,606	5,489	5,386					32,481	98,954	1838
1839.....	125,260	40				213		125,513	21,114	8,065	5,769	81				35,059	100,899	1839
1840.....	121,203	40				260		121,503	31,406	10,067	13,837	117				55,477	84,285	1840
1841.....	123,660	70				88		123,748	19,668	5,962	12,713					38,073	50,020	1841
1842.....	129,906	196				102		130,104	28,420	11,476	7,770					47,666	38,353	1842
June 30, 1843.....	63,888					131		64,019	23,033	6,953	9,203	199				39,388	66,212	1843
1844.....	102,337					614		104,151	18,273	7,976	7,227	73				33,549	121,493	1844
1845.....	146,042					426		146,468	21,540	7,279	8,369					37,188	136,906	1845

No. 25.—TONNAGE OF VESSELS OF THE UNITED STATES WHICH HAVE BEEN BUILT, ADMITTED TO REGISTRY BY ACTS OF CONGRESS, ETC., AND THOSE WHICH HAVE BEEN LOST, ABANDONED, SOLD TO ALIENS, ETC., 1813-1921—Continued.

Year ended—	Built.	Special acts.	Gen-eral act (Dec. 23, 1852).	Renational-ized (act, Mar. 3, 1807).	Pur-chased from United States.	Cap-tured from enemy.	Other sources.	Total increase.	Lost.	Aban-doned.	Sold to aliens.	Sold to United States.	Cap-tured or sunk by enemy.	Ex-empt (act Apr. 18, 1874).	Other causes.	Total decrease.	Annual increase or decrease (—).	Year.
June 30, 1885.	159,056	211	2,024	...	80	...	...	161,371	86,527	26,111	26,213	1,074	...	9,400	...	149,325	-5,285	1885
1886.	95,453	2,817	2,675	...	70	...	...	101,588	144,983	33,982	33,982	300	...	2,469	...	214,007	-134,798	1886
1887.	150,450	860	7,317	...	425	573	...	136,562	153,779	33,375	22,122	135	...	3,015	...	176,226	-23,231	1887
1888.	216,086	2,429	10,725	...	431	...	...	231,674	203,712	23,965	11,116	178	...	8,150	...	156,333	86,071	1888
1889.	231,134	2,384	6,855	...	53	...	...	246,426	101,130	23,645	9,871	360	...	3,109	...	140,105	115,559	1889
1890.	294,122	8,297	7,022	...	49	...	...	309,580	135,599	29,908	13,322	1,670	...	5,760	...	186,259	117,022	1890
1891.	369,302	18,123	2,558	...	1,376	...	...	391,400	98,698	24,808	9,410	119	...	12,445	...	141,390	260,262	1891
1892.	199,633	...	5,108	...	592	...	...	297,733	89,570	24,892	15,326	640	...	1,985	...	132,446	80,162	1892
1893.	211,639	22,761	2,399	...	464	...	...	237,723	157,898	29,213	13,365	946	...	3,251	...	176,791	60,130	1893
1894.	151,195	27,971	2,541	...	588	...	...	154,320	157,898	33,206	23,573	336	...	30,174	...	251,931	-141,042	1894
1895.	151,602	6,853	5,721	...	...	...	...	158,978	123,777	26,810	13,297	330	...	1,005	...	178,025	-45,069	1895
1896.	227,986	7,458	5,704	...	154	...	...	240,740	108,832	34,005	21,297	220	...	1,235	...	172,859	67,920	1896
1897.	232,232	7,458	5,770	...	568	...	...	295,143	109,698	51,012	35,411	66,732	...	16,699	...	176,938	65,740	1897
1898.	180,438	27,948	13,364	...	568	...	...	225,143	109,698	33,012	35,411	66,732	...	16,699	...	176,938	65,740	1898
1899.	300,638	12,126	13,360	...	453	9,453	...	373,994	174,906	43,355	22,669	8,801	...	9,922	...	261,563	-114,500	1899
1900.	393,790	21,368	8,005	...	7,757	2,991	26,643	485,658	92,778	34,740	12,081	5,130	...	11,985	7,841	184,555	300,601	1900
1901.	463,489	41,554	12,392	...	7,682	...	...	548,684	101,455	39,704	14,587	5,223	...	27,040	1,510	198,305	369,379	1901
1902.	468,832	4,574	12,083	...	4,582	...	...	492,745	101,455	46,623	17,400	3,374	...	30,275	1,510	198,305	369,379	1902
1903.	396,532	1,210	4,782	...	4,106	...	...	427,517	108,731	33,573	17,098	1,019	...	21,077	857	182,074	235,683	1903
1904.	378,512	1,210	2,688	...	4,582	...	...	469,554	103,038	43,298	8,744	823	...	9,711	82,000	275,096	204,008	1904
1905.	339,715	5,881	10,703	...	1,843	...	...	440,097	103,038	28,207	10,984	85	...	4,854	82,144	275,096	204,008	1905
1906.	309,715	3,881	9,081	...	1,820	...	...	534,768	157,113	33,128	16,625	296	...	26,740	94,584	315,832	218,428	1906
1907.	471,332	3,021	...	...	1,848	...	...	596,708	157,113	33,128	16,625	296	...	26,740	94,584	315,832	218,428	1907
1908.	614,216	8,077	...	...	3,875	...	...	718,683	157,113	33,128	16,625	296	...	26,740	94,584	315,832	218,428	1908
1909.	226,040	...	...	...	1,531	...	...	307,073	111,313	37,023	47,219	1,010	...	17,077	66,513	285,763	25,310	1909
1910.	342,088	...	...	...	503	...	...	420,485	125,788	48,085	25,624	17,313	...	22,773	61,575	301,158	119,327	1910
1911.	297,162	...	...	...	814	...	...	390,258	98,758	35,597	15,798	610	...	17,430	81,607	290,590	130,768	1911
1912.	227,660	...	...	...	1,985	...	...	358,268	113,771	35,988	17,400	1,010	...	15,239	86,556	282,075	75,393	1912
1913.	316,155	4,989	...	...	1,809	...	...	464,988	174,598	52,669	31,373	12,190	...	21,113	96,473	196,190	175,365	1913
1914.	316,260	...	...	...	1,585	...	...	464,988	174,598	52,669	31,373	12,190	...	21,113	96,473	196,190	175,365	1914
1915.	294,137	...	...	...	1,417	...	...	464,988	174,598	52,669	31,373	12,190	...	21,113	96,473	196,190	175,365	1915
1916.	326,413	513,007	...	...	2,728	...	...	464,988	174,598	52,669	31,373	12,190	...	21,113	96,473	196,190	175,365	1916
1917.	664,479	66,993	10,790	...	1,620	4,750,004	409,462	1,266,920	110,264	48,984	197,370	4,637	...	15,252	385,643	835,532	401,368	1917

1918.....	1,300,998	*95,608	1,740	5,472	3,670	*286,559	274,036	1,948,043	190,497	35,181	63,160	101,121	190,502	24,132	309,999	994,592	1,053,481	1918
1919.....	3,326,621	1,011,516	3,042	3,217	5,471	281,693	3,601,540	217,414	31,692	62,587	47,568	93,901	20,282	224,974	708,778	2,982,782	1919	
1920.....	3,890,630	1,141,383	1,153	2,987	30,557	72,068	2,028,112	554,997	270,244	31,533	242,990	2,841	6,610	128,433	2,488,532	3,416,724	1920	
1921.....	2,265,115	*80,387	1,760	10,389	25,561	*78,073	1,947,001 ¹	408,286	183,461	52,923	117,750	11,048	18	41,550	2,043,281	2,450,174	1,958,112	1921

¹ Act Dec. 23, 1922, repealed Feb. 22, 1906, reenacted Feb. 24, 1915.

² Act Aug. 18, 1914.

³ Including 2 vessels of 1,159 gross, admitted under R. S., 4132, certificate of record.

⁴ Joint resolution of Congress, May 12, 1917 (German interned vessels).

⁵ Act Aug. 18, 1914, 89,847 gross; act Sept. 7, 1916, 5,851 gross.

⁶ Act Aug. 18, 1914, 13,349 gross; act Sept. 7, 1916, 78,167 gross.

⁷ Act Aug. 18, 1914, 11,531 gross; act Sept. 7, 1916, 128,814 gross; act Mar. 3, 1917, 18 gross.

⁸ Act Aug. 18, 1914, 43,574 gross; act Sept. 7, 1916, 36,791 gross; act Mar. 3, 1917, 14 gross.

NO. 26.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED YACHTS OF THE UNITED STATES, BY PORTS, JUNE 30, 1921.

Port at which documented.	Sailing yachts.		Steam yachts.		Gas yachts.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Eastport, Me.					1	13	1	13
Machias, Me.					1	19	1	19
Ellsworth, Me.	2	35	1	20	7	163	10	218
Southwest Harbor, Me.			1	21	2	71	3	92
Bangor, Me.			1	192			1	192
Belfast, Me.	1	16			4	92	5	108
Rockland, Me.	5	139	1	36	6	242	12	417
Boothbay, Me.					4	92	4	92
Bath, Me.			1	28	2	45	3	74
Portland, Me.					4	108	7	309
Gloucester, Mass.	3	201			3	278	3	278
Salem, Mass.			1	30	5	180	6	210
Marblehead, Mass.	1	22			8	211	9	233
Boston, Mass.	21	1,402	13	1,967	65	2,565	99	5,934
Vineyard Haven, Mass.	1	16			1	19	2	35
New Bedford, Mass.	2	44			16	413	18	457
Fall River, Mass.	1	22			4	77	5	99
Providence, R. I.	3	119	2	587	23	1,123	28	1,829
Newport, R. I.					5	253	5	253
New London, Conn.	13	269	3	554	5	94	11	917
Hartford, Conn.			1	25	6	139	7	164
New Haven, Conn.	2	34	1	92	9	266	12	392
Bridgeport, Conn.	1	17	2	208	20	634	23	859
New York, N. Y.	54	2,211	69	15,335	383	17,784	503	35,330
Albany, N. Y.	1	41			4	297	5	338
Patchogue, N. Y.	1	33			9	452	10	485
Greenport, N. Y.			1	200	8	256	9	456
Newark, N. J.					6	222	6	222
Perth Amboy, N. J.					4	117	4	117
Tuckerton, N. J.	1	31			4	187	5	218
Philadelphia, Pa.	5	396	2	910	113	3,960	120	5,266
Wilmington, Del.			2	334	11	341	13	675
Baltimore, Md.	2	91	1	147	28	742	31	960
Annapolis, Md.			1	174	5	149	6	323
Crisfield, Md.					2	34	2	34
Washington, D. C.			3	244	13	745	16	989
Reedville, Va.					1	27	1	27
Richmond, Va.	1	31			3	72	4	103
Newport News, Va.			1	411	1	35	2	446
Norfolk, Va.					3	117	3	117
Elizabeth City, N. C.					1	21	1	21
Washington, N. C.					1	49	1	49
Wilmington, N. C.					1	24	1	24
Georgetown, S. C.			1	43	1	33	2	76
Charleston, S. C.					5	158	5	158
Beaufort, S. C.					1	26	1	26
Savannah, Ga.			2	246	9	256	11	502
Brunswick, Ga.					1	96	1	96
Jacksonville, Fla.					14	498	14	498
St. Augustine, Fla.					14	601	14	601
Miami, Fla.			1	33	35	1,432	36	1,465
Key West, Fla.			2	85	9	286	11	371
Tampa, Fla.					25	928	25	928
Apalachicola, Fla.					1	36	1	36
Pensacola, Fla.					1	19	1	19
Mobile, Ala.					4	117	4	117
Gulfport, Miss.					1	20	1	20
New Orleans, La.			3	223	37	1,458	40	1,681
Morgan City, La.					1	16	1	16
Port Arthur, Tex.			1	233	2	65	3	298
Galveston, Tex.			1	2,058	4	129	5	2,187
Houston, Tex.					7	274	7	274
Port Lavaca, Tex.					1	157	1	157
San Juan, P. R.					2	50	2	50
San Diego, Calif.					3	96	3	96
Los Angeles, Calif.	4	101	2	178	28	1,101	34	1,380
San Francisco, Calif.	5	168	1	588	16	748	22	1,504
Seattle, Wash.	2	44	3	310	54	1,834	59	2,188
Honolulu, Hawaii					1	21	1	21
Burlington, Vt.			1	146	3	91	4	237
Rouses Point, N. Y.			1	61			1	61
Ogdensburg, N. Y.	1	216	3	106	3	117	7	439
Cape Vincent, N. Y.	9	979	13	658	4	84	26	1,731
Oswego, N. Y.	1	15	3	124	1	36	5	175
Rochester, N. Y.	1	6			4	108	5	114

¹ Includes 1 house boat, 30 tons.

² Includes 1 house boat, 58 tons.

³ Includes 1 house boat, 104 tons.

⁴ Includes 1 house boat, 46 tons.

⁵ House boat.

⁶ Includes 8 house boats, 963 tons.

No. 26.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED YACHTS OF THE UNITED STATES, BY PORTS, JUNE 30, 1921—Continued.

Port at which documented.	Sailing yachts.		Steam yachts.		Gas yachts.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Buffalo, N. Y.	1	16	2	114	11	469	14	599
Erie, Pa.	1	160			3	69	4	229
Cleveland, Ohio.					12	451	12	451
Sandusky, Ohio.					3	85	3	85
Toledo, Ohio.			1	135	4	225	5	360
Detroit, Mich.	14	209	4	2,365	39	1,584	47	4,158
Port Huron, Mich.			2	266	6	198	8	464
Marquette, Mich.			2	114	2	57	4	171
Grand Haven, Mich.					9	234	9	234
Chicago, Ill.	3	57	3	237	39	1,298	45	1,592
Milwaukee, Wis.	2	80	4	241	25	843	31	1,164
Duluth, Minn.					2	130	2	130
Memphis, Tenn.					4	106	4	106
Chattanooga, Tenn.			1	66			1	66
Louisville, Ky.					1	26	1	26
St. Louis, Mo.					6	121	6	121
Kansas City, Mo.			1	33	1	29	2	62
Omaha, Nebr.	1	33					1	33
Des Moines, Iowa.	1	207	1	98	2	36	4	341
Dubuque, Iowa.					1	18	1	18
St. Paul, Minn.			1	211	2	90	3	291
Milwaukee, Wis.					2	45	2	45
Chicago, Ill.			1	195	2	68	3	263
Peoria, Ill.					1	19	1	19
Evansville, Ind.					3	72	3	72
Cincinnati, Ohio.					3	148	3	148
Pittsburgh, Pa.			2	197	2	263	4	460
Total	147	7,461	171	30,879	1,279	50,294	1,597	88,634

RECAPITULATION OF YACHTS, BY DOCUMENTS.

Documents.	Sailing yachts.		Steam yachts.		Gas yachts.		House boats.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Enrolled	93	4,998	155	30,477	767	39,871	18	1,826	1,033	77,172
Licensed	36	637	16	402	512	10,423			564	11,462
Total	129	5,635	171	30,879	1,279	50,294	18	1,826	1,597	88,634

¹ Includes 3 house boats, 141 tons.

² Includes 1 house boat, 61 tons.

³ House boat.

No. 27.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED METAL YACHTS
OF THE UNITED STATES, BY PORTS, JUNE 30, 1921.

[These yachts are included in statement No. 26.]

Port at which documented.	Sailing yachts.		Steam yachts.		Gas yachts.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Bangor, Me.....			1	192			1	192
Marblehead, Mass.....					1	24	1	24
Boston, Mass.....	5	694	5	1,556	5	606	15	2,856
Providence, R. I.....			2	587	1	142	3	729
New London, Conn.....	1	206	1	505			2	711
New York, N. Y.....	10	944	43	13,861	18	3,167	71	17,972
Newark, N. J.....					1	74	1	74
Philadelphia, Pa.....	2	233	2	910	1	103	5	1,246
Wilmington, Del.....			2	334			2	334
Baltimore, Md.....			1	147			1	147
Washington, D. C.....			2	197	1	20	3	217
Newport News, Va.....			1	411			1	411
Norfolk, Va.....					1	48	1	48
Savannah, Ga.....			1	197			1	197
Brunswick, Ga.....					1	96	1	96
New Orleans, La.....					3	271	3	271
Port Arthur, Tex.....			1	233			1	233
Galveston, Tex.....			1	2,058			1	2,058
Kansas City, Mo.....			1	33			1	33
St. Paul, Minn.....			1	211	1	62	2	273
St. Albans, Vt.....			1	146			1	146
Ogdensburg, N. Y.....	1	216					1	216
Buffalo, N. Y.....			1	79	1	149	2	228
Toledo, Ohio.....			1	135			1	135
Detroit, Mich.....			4	2,365	3	436	7	2,801
Port Huron, Mich.....			2	266			2	266
Chicago, Ill.....			1	100	1	17	2	117
Milwaukee, Wis.....			1	93	1	123	2	216
Los Angeles, Calif.....					1	186	1	186
San Francisco, Calif.....	1	75	1	588	1	155	3	818
Seattle, Wash.....			2	278			2	278
Total.....	20	2,368	79	25,482	42	5,679	141	33,529

¹ House boat.

No. 28.—CLASS, NUMBER, AND GROSS TONNAGE OF YACHTS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1921, BY CUSTOMS DISTRICTS.

[These yachts are not included in statements Nos. 8 and 9 or 18 to 21, inclusive.]

Ports at which built.	Sailing yachts.		Steam yachts.		Gas yachts.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Rockland, Me.	1	55					1	55
Boothbay, Me.					8	200	8	200
Gloucester, Mass.					2	255	2	255
Boston, Mass.					19	667	9	667
Fall River, Mass.					1	21	1	21
Providence, R. I.			2	200	8	416	10	618
Bridgeport, Conn.					2	63	2	63
New York, N. Y.			2	916	16	935	18	1,851
Greenport, N. Y.					1	18	1	18
Newark, N. J.					1	82	1	82
Perth Amboy, N. J.					4	109	4	109
Philadelphia, Pa.					15	737	15	737
Wilmington, Del.					1	23	1	23
Baltimore, Md.					1	23	1	23
Annapolis, Md.					1	21	1	21
Crisfield, Md.					2	54	2	54
Washington, D. C.					1	64	1	64
Jacksonville, Fla.					1	16	1	16
St. Augustine, Fla.					1	24	1	24
Miami, Fla.					4	249	4	249
Key West, Fla.					1	26	1	26
New Orleans, La.					1	26	1	26
Morgan City, La.					1	17	1	17
Port Arthur, Tex.					1	38	1	38
Memphis, Tenn.					1	19	1	19
St. Paul, Minn.					1	7	1	7
Ogdensburg, N. Y.	1	216					1	216
Buffalo, N. Y.					1	18	1	18
Erie, Pa.					2	52	2	52
Cleveland, Ohio					2	35	2	35
Detroit, Mich.			1	1,255			1	1,255
Port Huron, Mich.					1	30	1	30
Grand Haven, Mich.					3	58	3	58
Chicago, Ill.					1	30	1	30
Milwaukee, Wis.					13	391	13	391
San Diego, Calif.					1	18	1	18
Los Angeles, Calif.					3	256	3	256
San Francisco, Calif.					1	26	1	26
Seattle, Wash.					9	207	9	207
Total.....	2	271	5	2,371	122	5,231	129	7,873

¹ Includes 1 yacht of 150 gross tons built of steel.

² Includes 1 yacht of 152 gross tons built of steel.

³ Includes 1 yacht of 126 gross tons built of steel.

⁴ Includes 1 yacht of 812 gross tons built of steel.

⁵ Steel house boat.

⁶ Steel.

⁷ Includes 1 yacht of 186 gross tons built of steel.

No. 29.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED YACHTS LOST, ABANDONED, SOLD TO ALIENS, ETC., YEAR ENDED JUNE 30, 1921.

[These yachts are not included in statements Nos. 8 and 9.]

	Sailing yachts.		Steam yachts.		Gas yachts.		House boats.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Lost.....	1	27	1	30	10	738			12	795
Abandoned.....	10	385	3	140	18	643	1	140	32	1,308
Sold to aliens.....	3	244	6	1,594	20	1,088			29	2,926
Sold to United States.....					2	69			2	69
Exempt, under 16 tons.....	1	10			4	51			5	61
Total.....	15	666	10	1,764	54	2,589	1	140	80	5,159

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